



Hongkong Daily Press.

ESTABLISHED 1867.

Registered as a Newspaper at the General Post Office in the United Kingdom

THE ROBBER
You should fear most is Eye Strain.
He attacks you when you are care-
less and off your guard; when
you leave your precious eyesight
unprotected.
GUARD YOUR EYES
from strain by wearing
SUITABLE GLASSES.
N. LAZARUS,
Optician,
12, Queen's Road C.

No. 20,282 號二十八百二第第二第 日四十月五年亥癸 HONGKONG, WEDNESDAY, JUNE 27th, 1925. 三拜禮 號七廿月六年二十國民華中 PRICE, \$3 PER MONTH

INTIMATION

A most Refreshing
Drink for Summer

IS

MARTINI & ROSSI'S
ITALIAN
VERMOUTH
With Cold Water.

OF ALL DEALERS.

[51]

SPORTING.

SPORTING GUNS by W.W. GREENER
and Other Makers—British, French and
American—also SPORTING CARTRIDGES
of all descriptions.

Sportmen are cordially invited to inspect
Samples of GUNS by WEBLEY and SCOTT
now on view at our Store.

**THE HONGKONG SPORTING ARMS
AND AMMUNITION STORE.**
5-6, BEAconsfield ARCADE.

[89]

PEAK TRAMWAYS CO. LIMITED.

TIME-TABLE

WEEK DAYS.	
7.00 a.m. to 8.00	every 15 minutes
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BRITISH CARS

By special arrangement with The Austin Motor Car Co., Ltd. we are now able to supply Austin Twelve and Twenty Horse Power Cars in Hongkong, all charges paid, at the English Factory List Prices.

Immediate delivery can be given on 20 H. P. Touring Models.

Prompt shipment on all other models.

Catalogues can be obtained from

SOLE AGENTS:

ALEX. ROSS & CO. (CHINA), LTD.,

Bank of China Building, Duddell St.

Telephone: Central 2487.

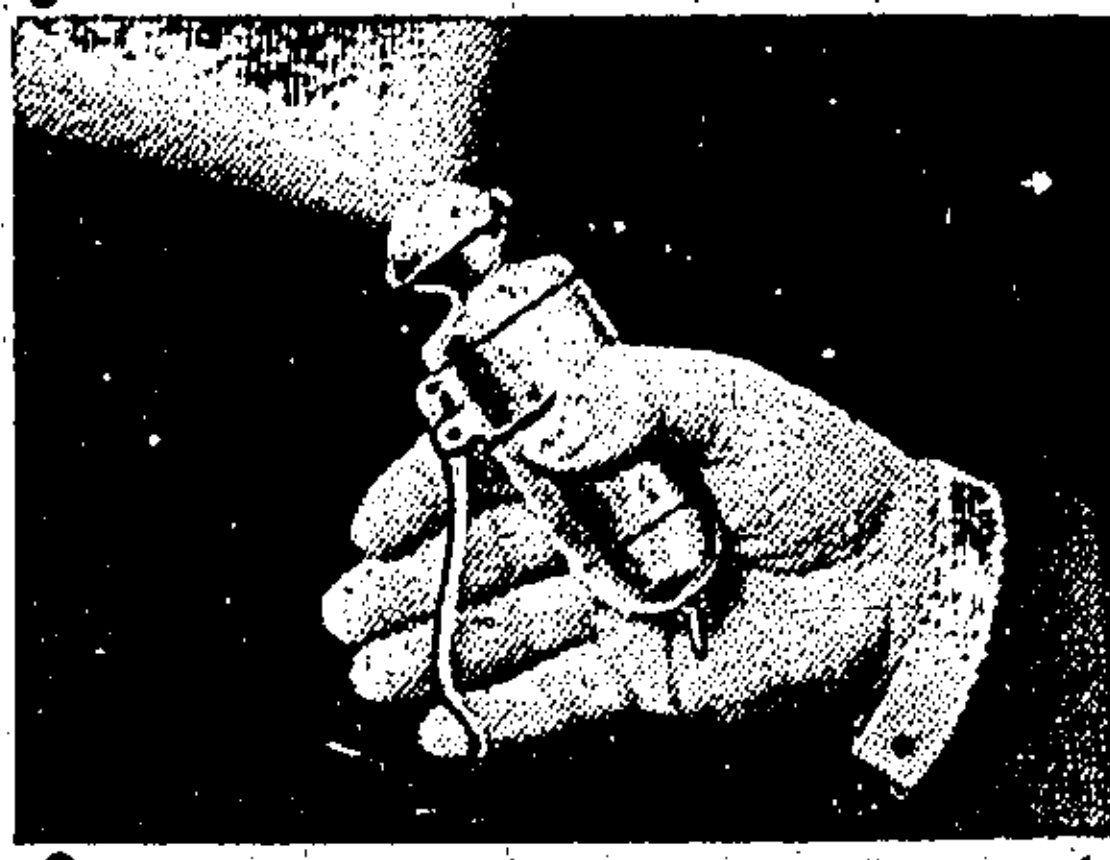
ELECTRO AUTOMATE

An Inexhaustible Bright Light.

No Refills
Batteries or
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Hand
Size \$10
Watchman's
Size \$15

HONGKONG HOTEL CO.,
ELECTRICAL DEPT.,
PEDDAR ST.



Just Received—

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1869—Local Institution.

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THE ROYAL BANK OF CANADA

"Ask us about Canada."

The CITROEN.

The Last Word in Car-Economy

RUNNING COSTS LOWER.

Less Tyres

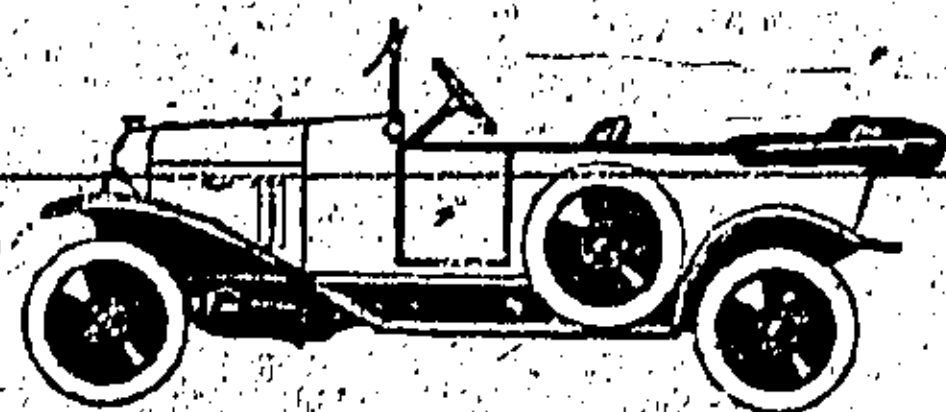
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Winner 3 years running, 1920-21-22. Grand Prix for Low Consumption.

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AHEAD OF THE MAIL

[CABLES FROM INDIAN PAPERS.]

"BANKERS MAY TELL"

LONDON, June 1st.
That "Bankers may tell" is the effect of Mr. Justice Avey's judgment in the case of Tournier, a commercial traveller, against the National Provincial and Union Bank.

The plaintiff claimed damages in consequence of a branch manager informing plaintiff's employers that his account was overdrawn, and that a certain cheque had been traced to a bookmaker's account. The plaintiff averred that he lost his employment by the suggestion that he was gambling which he denied.

Mr. Justice Avey held that there was no absolute contract with Bankers not to disclose the state of a customer's account and if the disclosure was made reasonably and justifiably, there was no breach of contract.

The jury returned a verdict for the Bank and the judge allowed costs.

EX-SERVICE MEN AND EDUCATION.

LONDON, June 1st.
A striking feature of a statement made in the House of Commons by the Minister for Education reviewing the educational position was the evidence of the remarkable success of the scheme for the higher education of ex-Service men. He said that the results more than justified the hopes of the scheme. No less than 35 per cent. of the ex-Service entrants of Oxford and Cambridge secured first class degrees, and in one Oxford college out of 30 ex-Service students, six gained fellowships at other colleges. The grants for the scheme had now ceased.

SCHEME FOR LEVYING DUTY ON BETTING.

LONDON, June 1st.
At the resumption of the enquiry into the question of the proposed taxation of betting, Mr. Bigham, Assistant Commissioner of Police, said that London was a city of street betting. He thought it was not possible to prevent betting, but that if it was rarely indicted, would be a deterrent. There were 3,274 convictions and fines aggregating £28,711 in 1921 compared with 2,513 convictions and £22,041 fines in 1920. The increase was due to more betting being carried on. There had been no greater activity on the part of the police. Credit bookmakers with offices in London numbered 800, and street bookmakers about 950. The latter employed 4,000 agents against whom a uniformed policeman was useless. Lord Jersey explained the position of the Jockey Club in refusing officially to recognise betting. He was of opinion that it was impossible to prevent betting on the results of races.

The Chairman thanked the Jockey Club for permitting the committee's visit to Epsom to see how betting was carried on.

Sir Horace Hamilton, Chairman of the Board of Customs and Excise, submitted a scheme for levying a duty on betting. He proposed to make a few alterations as possible in the law governing betting, and they would not affect lotteries, sweepstakes, or gaming which would remain illegal. The Board suggested that a duty should be levied at a uniform percentage rate on all amounts staked as bets with professional bookmakers, and every one carrying on the business of receiving bets should be required to hold an excise licence renewable annually. He suggested that the duty charged in respect of each licence should be substantial, say £10 annually. Cash betting of the course should only be carried on by licensed betting offices, for which the duty might be £250 yearly. Duty on bets might be collected by Government tickets sold at customs and excise offices and post offices or on returns of tickets to be sold to bookmakers at duty value. Thus the tax on cash betting would be collected automatically, while in the case of credit betting the bookmaker could pay duty on the returns of his establishments. A state totalisator was not contemplated, but a private totalisator might be treated as a betting office. Probably the present value of betting was well over a hundred millions sterling annually, which would yield at least ten millions yearly at ten per cent. rate of duty.

STATE HELP FOR THE FARMER.

LONDON, June 1st.
The House of Commons has passed the second reading, by 285 votes to 127, of the Government Bill providing that occupiers of agricultural land should pay only a quarter instead of a half of the local rates, the State paying the remainder, thus relieving agriculturalists to the extent of £2,750,000 yearly.

Mr. Neville Chamberlain represented agriculture as being in a desperate condition, and it was feared that unless assistance was given much arable land would go out of cultivation altogether, or go to grass, which would be disastrous. Liberal and Labour members opposed the Bill.

SWEETSTAKES WINNERS.

LONDON, June 6th.
It is stated that the winner of the Stock Exchange Sweepstake is a titled member of the House of Commons, who gets £25,000.

The winner of about £12,000 in the Smithfield Sweepstake in aid of St. Bartholomew's Hospital, is Mr. Charles Knowland, who bought the lucky ticket for £1 after it had been refused by scores of people. It is reported he has decided to hand £4,000 to the Hospital.

A woman millworker of Skipton, Yorkshire, won £31,517 in the Otley Unionist Club Sweepstake.

END OF DUNDEE JUTE LOCKOUT.

LONDON, June 6th.
The Dundee jute lockout has ended, the masters withdrawing the notices immediately on the reopening of all mills except one, where the original difficulty arose. 25,000 operatives will resume work on Friday. The decision to end the jute trade lockout was reached at a meeting of masters in Dundee to-day after which a statement was issued that in view of the fact that negotiations had failed to settle the dispute an arrangement would be made whereby the Camperdown mill would close down indefinitely while other establishments would reopen on Friday.

THE COMMONS AND THE DERBY.

LONDON, June 5th.
An amusing Derby incident took place in the Commons, when Major Barnett asked whether in view of the fact that a Select Committee of the Commons had accepted an invitation from the Jockey Club to visit Epsom on Wednesday, the Premier would consider the advisability of reverting to the ancient custom of adjourning the House on that day so as to give other Honourable Members an opportunity of studying the possibilities of the Betting Tax. Mr. Baldwin replied in the negative. (Cries of "Oh.") Mr. Barnett then suggested that the House's task of considering the recommendations of the Committee would be seriously interfered with if they had not the same access to the sources of original information as members of the Committee. (Laughter.) Another member asked whether steps would be taken to ensure that members of the committee visiting Epsom did not indulge in trying to spot the winner themselves. No reply was made.

ENCOURAGEMENT OF RIFLE SHOOTING.

LONDON, June 6th.
The King has approved of the grant of a silver medal designated the King's Medal to be awarded annually to the champion shot of the military forces of Britain, India, Canada, Australia, New Zealand, South Africa and Rhodesia. The competitions will be held locally.

SPURIOUS GEMS.

COLOMBO, June 6th.
The Ceylon gem industry is being hard hit as a result of the recent flooding of the local market with synthetic stones, which are daily sold to unsuspecting purchasers for sums sometimes a hundred times more than the real value. Not only are passengers defrauded, but also a number of residents, as these imitation stones are sold in many big jewellers' shops in Colombo. Some years ago an import duty of Rs. 100 per carat was placed on synthetic or reconstructed stones, but recently, for some unknown reason, this duty was taken off and a duty of 10 per cent. ad valorem substituted. As synthetic stones have now been so perfected that it is almost impossible for anyone to distinguish them from genuine stones, unless one is an expert, dishonest jewellers find a number of easy victims. Accordingly Ceylon's reputation as an important gem centre is being badly injured, while in the second place the demand for genuine stones is adversely affected.

NEW LADY M.P.

LONDON, June 7th.
Looking petite and demure Mrs. Philipson took her seat in the House of Commons amidst thundering cheers from the Conservative benches. She was introduced by Colonel Leslie Wilson and the Solicitor General. She wore a dark navy blue frock with lace collar and a broad-brimmed black hat, and she smiled pleasantly as she advanced across the floor of the House. Previously a sort of unofficial reception was held. While she was standing at the bar waiting to take the oath, a member of the Conservative Party came to congratulate her on her victory.

Much banter was exchanged by the parties while she was signing the roll. Mr. Fringle, alluding to the popularity of the new member, called out to Lady Astor: "Cheer up, Nancy."

THE HAJ PILGRIMAGE.

BOMBAY, June 7th.
So far 7,531 Mahomedan pilgrims from all parts of India have left for Jeddah for the Haj pilgrimage which falls on July 24th. At present 10,000 pilgrims are waiting in Bombay for embarkation. Their country are being looked after by the local Haj Pilgrim Committee. The musafirkhanas being full, some private houses have been rented for the accommodation of the waiting pilgrims. The steamer Hunayn sails for Jeddah to-day with about 4,000 pilgrims. At the end of the season this year, the number of pilgrims are expected to total 18,000, which is double the number that sailed for the Haj last year.

SELECT COMMITTEE ON BETTING ATTENDS THE DERBY.

LONDON, June 7th.
Complete astonishment at the extraordinary amount of betting was the predominant impression of the members of the House of Commons Select Committee on betting after their visit to the Derby, where they were the guests of the Jockey Club. They confessed that previously they had had no idea of the scale of operations, and regretted that it was impossible to devise a scheme whereby the amount of money which changed hands on the course could be calculated. More than one member was convinced that on a big day like the Derby it would be impossible to collect the tax on the course, and that means would have to be devised to collect it through other channels.

The members conscientiously investigated all the aspects of betting and cross-questioned bookmakers and interviewed Donoghue. Apparently, the majority did not attempt to gain first-hand knowledge, though one confessed that he had left a "tonner" behind "owing to a mistaken idea of the merits of a horse whose appearance in the paddock took my fancy."

HONGKONG SHARE MARKET

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Canton Insurances.....	\$ 550 b.
Indo-Chinas (Deferred) ..	\$ 150 ss.
"Star" Ferris.....	\$ 484 b.
Langkats (Combined)	Tls. 29 b.
Shanghai Docks.....	Tls. 98 b.
Hongkew Wharves.....	Tls. 200 b.
Hongkong Lands.....	\$ 35 b.
Hongkong Hotels.....	\$ 274 b.
Humphreys Estates.....	\$ 274 ss.
Ewo Cotton Mills.....	Tls. 13 b.
Shanghai Cottons.....	Tls. 94 b.
Oriental.....	Tls. 560 b.
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Hongkong Electric.....	\$ 311 b.
b—buyers; s—sellers; ss—sales.	

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**WHITEAWAY, LAIDLAW & CO., LTD.,
HONGKONG.**DRUG TRAFFIC IN CHINA.
REVIVAL ON A LARGE SCALE.
SMUGGLERS OF OPIUM.

[By "THE TIMES" Peking Correspondent.]

The recent suggestion by Sir Francis Aglen, Inspector-General of the Chinese Maritime Customs, that China should consider the advisability of legalizing the domestic growth and traffic in opium, will doubtless shock many who sympathize with the widespread endeavour to suppress the use of the drug. In view of the sacrifices made by India in connection with opium, and the fact that China has for years forbidden the growth, transportation, importation, and use of it, it is certainly startling to realize that a serious proposal has been made to adopt a policy that runs counter to the letter and spirit of an important foreign treaty and to the supposed unanimous desire of the Chinese people. The Inspector-General, however, speaks with special authority on the subject of opium, and, whether or not we like his remedy for the situation that has arisen, we are bound to consider his views in the light of the facts.

By a series of agreements, of which the first was concluded in 1907, the Indian Government has entirely renounced the right to export opium to China. These agreements resulted from the admission that China was effectually dealing with the growth of the domestic product, and although suppression was not complete, in 1913 India finally put an end to the traffic. It was undeniable that China had done almost all that was humanly possible to suppress cultivation, and had achieved remarkable success within a much shorter period than the most optimistic had expected.

It is significant that from the moment when the importation of foreign opium had ceased China commenced to backslide. Cultivation still existed in some of the remote Provinces and was resumed furtively, in several of the nearer. But the reasonable excuse was made that the Revolution had resulted in administrative weakness, which, in turn, permitted abuses which could not be corrected while the country was disorganized. Civil war arose between North and South and cultivation increased in the Southern Provinces. The Peking Government continually exhorted the provincial authorities to uphold the law, without success, of course, in regions beyond its control. As the power of Peking has declined the Provinces have become more independent, until, as we see to-day, the Central Government of China is a mere name, and the rulers of the country are the Tachuns. The Tachuns are above all law, and the long and the short of it is that many of them are obtaining the funds to support their armies by the systematic encouragement and development of the trade in the drug which Great Britain agreed to cease importing on condition that China totally abolished cultivation. In some Provinces the authorities actually enforce cultivation by penalties on the farmers who neglect to plant poppy. They tax the fields and levy toll on the opium itself when exported elsewhere. They derive further revenue from houses licensed for smoking the drug. In other Provinces the consequences are ostensibly observed and growth, use, and transport of opium forbidden. But the traffic, nevertheless, is not only winked at but encouraged and a great revenue derived from it. Prohibition is strict in districts where the magistrates or public opinion are opposed to opium, but only in one Province, Shansi, can it be said that the suppressive measures are fully enforced.

GROWTH OF SMUGGLING.

There has arisen, in fact, throughout the length and breadth of China an immense business in the smuggling of opium from the producing regions to the towns and cities, either open or secret. The officials almost everywhere connive at the trade. The demand seems limitless, and it is not too much to say that cultivation and consumption are growing so fast that it will not be long before the use of opium will have become as general as it was before the policy of suppression was inaugurated. Some observers are of the opinion that already that day has arrived.

Obviously, there are no figures by which the magnitude of this illicit traffic can be estimated. But we do know that cultivation is officially promoted in the province of Szechuan, Yunnan, Kwangsi, Kweichow, Fukien, and in part of Shensi, and that areas, great or small, are under poppy in the three Manchurian provinces, in Honan, Hunan, Hupei, Kansuh, Kiangsi, Shantung, and Sinkiang. As regards the Province of Fukien, a Chinese estimate of the revenue likely to be derived from opium this year is \$20,000,000, probably an exaggeration, but the mere fact that the Chinese think of the profits obtainable in such large figures is instructive. Two transactions which have recently come to my notice are highly suggestive of the magnitude of present-day operations in opium. In Yunnan an official

monopoly has been established, and an arrangement was made to send 120 tons of opium to Kwangsi, no doubt for ultimate transport to Kwangtung. Of this aggregate, two consignments of one hundred loads each got through safely, but a third consignment of four hundred loads was looted by so-called rebel troops, a stratagem by which the Kwangsi provincial rulers are supposed to have escaped paying \$3,000,000.

The other deal is of a highly surprising character. It is alleged on good authority that the Yunnan Government Monopoly Bureau has arranged to send four hundred tons of opium within a period of eight months into Indo-China, in transit for Kwangtung and elsewhere in China. The opium is to cross the frontier at a point of east of Mongtze, thus evading the foreign-controlled Customs, and will re-enter Chinese territory somewhere on the south-west border of Kwangtung, where there is no Customs station. The first consignment, escorted by troops, is believed to have left Yunnan. Yunnan still receives about \$11,000,000 for the goods. It would be interesting to know what the Indo-China Opium Regie will receive in transit dues, and how a French Colonial Government reconciles the alleged transaction with the policy of France as expressed by her adherence to the International Opium Convention of 1912, which has been incorporated in the Versailles Peace Treaty. In that document the contracting Powers agree "to prevent the export of raw opium to countries which shall have prohibited its entry."

IMMENSE PROFITS.

These two transactions, involving the export of 520 tons, or nearly nine thousand chests, represent, of course, only a fraction of the total product of Yunnan which finds its principal outlet by the Yangtze. Down this great river passes also the surplus from Szechuan and Kweichow, the former always the leading opium-growing province. It is notorious that every vessel navigating the Yangtze down-stream carries opium in large quantities. Customs stations at Chungking and Ichang supervise traffic, but it has proved impossible for a service without its own police and not supported properly by the local authorities, to stop the universal smuggling. Rewards to employees for the detection of opium have become so large that the staff is being demoralized. Worse than this, the profits on the illicit traffic are so great that bribery is on such a scale that the subordinate staff is subjected to temptation which it cannot be expected to resist. Last year the Customs seized about forty tons of illicit opium, which cannot have represented more than an infinitesimal percentage of the quantity passing through. Minor Customs officials, moreover, who endeavour to do their duty are frequently terrorized, as in a case quoted by the Inspector-General, where the child of an employee was abducted and threatened with death because the father refused to pass a consignment of opium. The magnitude of the bribes is indicated by the offer to a Customs official, at one of the coast ports, of \$100,000 to pass a quantity of heroin, which figure I inadvertently doubled in telegraphing about this subject last month.

Owing to the immense quantities available, the price has fallen so low that even the coolie class can now afford to indulge to a modern extent. Many of the old-style officials now smoke openly, and the practice, of course, is very prevalent among the troops. It is remarkable that Sir Francis Aglen's suggestion has met with almost no adverse comment in the Chinese Press, and is generally approved by the foreign newspapers. It is true that the foreign educated Chinese do not smoke opium, and are strongly opposed to its use. Nevertheless, there are many intelligent and well-informed Chinese who regard the opium habit as practically ineradicable, and who see no hope for restriction of the traffic except in some measure of local control. But the Chinese are of opinion that the time has come when the opium agreements were being negotiated principally because the agitation was directed against a foreign producer; and the proof that their former interest in suppression was due to desire to stop the foreign importation lies in the fact that they have nothing to say now that their own country has resumed cultivation on the grand scale.

It should be noted as an interesting fact that an immediate result of the suppression measures which were so surprisingly successful twelve years ago was an immense expansion of the demand for morphia and kindred drugs. The illicit trade in such has grown to great dimensions and is only beginning to show signs of falling off since opium has again come freely on the market. It is also believed that the thousands of millions of cigarettes now smoked in China are likely substantially to diminish the craving for opium. That craving, however, is in the blood of the Chinese, and they will satisfy it one way or another, whatever all the Governments in the world may do.

SIR F. AGLEN ON THE REMEDY.

The point is whether the traffic which has arisen shall be officially controlled with the object of securing some degree of restriction. Sir Francis Aglen is clear upon the subject, and I leave him to state the case in the following short memorandum with which he has been kind enough to furnish me:—

Experience has proved conclusively that it is impossible to bring to a successful issue in China any far-reaching reform affecting public morals without the support and constant pressure of Chinese public opinion. There is no indication whatsoever of any Chinese public opinion on the subject of native opium. It is safe to say that the opium prohibition now in force in China, the effects of which are so deplorable, would never have been enacted had it not been for the fact that the question, when raised, turned on the exclusion of foreign opium.

With a hundred years' experience of the opium question in China behind them, the last rulers of the Manchu dynasty deliberately selected the alternative of control by licence and gradual suppression in opposition to the policy of total prohibition, thereby following the example of other rulers in Asia, notably the Indian Government, the Dutch East Indies, and Japan, who possessing administrative powers and a machinery of government with which China can offer no comparison, have never attempted to deal with a deeply rooted habit on the drastic lines of absolute prohibition. A considerable measure of success attended the efforts of the Manchu rulers, and many competent observers are of opinion that, had these efforts not been brought to a sudden end by the outbreak of the revolution, the position to-day would be far more satisfactory.

I am convinced that of the two evils—the effect on individuals of the use of native opium, and the effect on public morals of the vast illicit trade in opium engendered by a prohibition which has no Chinese public support behind it—the former is incomparably less harmful. The results of an ineffective prohibition are not brought home to those foreigners who are the main supporters of anti-opium associations in China; they are hypnotized by the magic of the words opium prohibition and misled by the ease with which the prohibition, deriving its support from racial feeling, was enacted. Unless these associations can create a genuine Chinese public opinion on the subject of native opium, they are beating the air so far as the main question is concerned, and might as well close down. It is for these reasons that I am convinced that, in public interests, China will eventually be obliged to legalize the trade.

WORLD THEATRE.

THE COMING STAR.

Universal is advertising Gladys Walton as "the greatest find since Mary Pickford." In support of this faith, Universal chose Edward Burns for her leading man, King Baggot of "Human Horrie" as her director, and a well-balanced caste of prominent players for principal roles in "The Lavender Bath Lady," the attraction this week at the World Theatre. The story is by Sharon Pitt, and the scenario by no less a writer than Geo. Randolph Chester. Money is being expended freely on the making of Miss Walton's starring vehicle in the belief that the girl who left high school in Portland, Oregon, two years ago, and is hardly "grown up" now, will prove to be the biggest star in motion pictures some day.

ANCIENT LANGUAGES AND MODERN CULTURE.

Sir Frederic Kenyon, delivering the annual lecture on Literature at Leighton House, Holland-park-road, on May 16th, dealt with "the modern value of classical literature."

He emphasised the value of Greek and Latin, not only in the educational sense, but as essential elements of our modern culture. They were living languages, having a living message to-day.

The value of classical literature was twofold. In any list compiled of great literature, Greek and Latin would be an element of dominant importance. A knowledge of Latin and Greek was necessary for a full appreciation of our own great literature.

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THE CHARGE AGAINST A SHANGHAI SOLICITOR.

A VERDICT OF NOT GUILTY.

The trial of Mr. V. V. Macdonnell upon the charge of having obtained \$100 from Mr. J. T. Hammond by means of false pretences and with intent to defraud was concluded at H.M. Supreme Court, last Friday, before Sir Skinner Turner, Chief Judge, and a jury, accused being found not guilty.

THE JUDGE'S PLAIN SPEAKING.

His Lordship, in summing up, said the jury would have to decide whether there was intention to defraud. It was natural that Mrs. Jones should have taken a blank cheque, since it would be dangerous to take a blank signed cheque on a racecourse in any part of the world. It could have been cashed by anybody if it got into the wrong hands. It was a question, in plain English, whether in dealing with the cheque Macdonnell behaved like a fool, or a knave. The alteration in the date on the charge was one of the most surprising things he had come across. However material or immaterial the date might be to the actual charge, it was very important that a man charged with a criminal offence should know quickly the time and place of the alleged offence, and it was the elementary duty of those responsible for launching criminal proceedings to be accurate as to their facts, and if they wanted to change their minds they must do so at the earliest possible moment. From the beginning in this case the attention of all concerned had been drawn to the 21st, and on several occasions complainant quite definitely stated that the incident took place on the 21st. No suggestion was made, as to any mistake, and even now no reason was given as to why this mistake should suddenly have been discovered. There was a suggestion that the cheque had been put in a bag together with some uncashed sweep tickets, but these were cashed long before the mistake was discovered. Whether or not Hammond had committed the offence known to the law as perjury, they could not get away from the fact that he came into that court as a liar, either there or in the police court. "I do not mince my words," added his Lordship. "As a business man, Hammond ought to have been certain of his facts before he launched criminal proceedings. He cannot get away from the stigma that either in this court or in the police court he has told a lie."

EVIDENCE FOR DEFENCE.

Continuing, his Lordship said that if the jury found the accused guilty, they must not be deterred from saying so by the possible consequences to him. There was no reason at all to doubt the evidence of Mr. Jones, who was a well-known schoolmaster, but if they believed Hammond as to the date they would have to find that Mr. Jones had lied in the matter. He had said that he backed Archer for the accused and held a considerable sum of money for him on the Saturday, and the prosecution therefore asked them to say that, with all this money at his disposal, accused deliberately swindled Hammond out of \$100. If they found that the incident took place on the Monday, then they would have to decide what trust they could put in any of the evidence given by Hammond. It was necessary, in order to bring a verdict of guilty, they should find that the accused had the wicked and wrongful intention of depriving complainant of \$100 when the document was handed over. His Lordship pointed out that Macdonnell telephoned to complainant and said there had been a mistake, and asked if that was the attitude of a guilty criminal or not. It must have brought to Hammond's mind the fact that there was something wrong, but apparently he was not disturbed, and said accused could call and pay the money and receive the cheque back when he liked. The jury would have to decide whether this procedure was the action of a criminal or of a man who had made a bona fide mistake.

NOT GUILTY.

The jury did not retire, and in two minutes arrived at their verdict of "Not Guilty."

Addressing Macdonnell, his Lordship said: "The jury have found you not guilty, and I must say it is a verdict with which I agree. You have been placed in a very unpleasant position, and I hope it will be a warning to you to be careful and remember that dealings with cheques are matters which have to be very carefully investigated. You are discharged."

His Lordship thanked the jury and exempted them from further service for two years.

A DEAL IN TYRES.

SUIT FOR GOODS SOLD AND DELIVERED.

A STRANGE COINCIDENCE.

At the Summary Court, yesterday morning, before the Puisne Judge (Mr. Justice Gompertz) Messrs. Britto & Co., Ltd., sued the Sun Garage, Nos. 9 and 10, Caroline Road, Causeway Bay, for the recovery of \$191.12, amount due alleged to be for goods sold and delivered on December 30th, 1922.

Mr. A. el Arculli appeared for the plaintiff and Mr. F. E. Nash for the defendant.

Mr. Arculli said the plaintiff Company carried on business in Hongkong, dealing in motor-car tyres, and the claim was for certain tyres sold by the plaintiff to the defendant. The plaintiff's broker arranged with the defendants for the sale of the tyres; a man named C. N. Chung belonging to the Garage went to the plaintiff Company and bought the tyres, and a receipt was made out and signed for by this man. A bill was also sent by the plaintiffs in the name of the defendants.

The broker, King Kok, after giving evidence in support of the claim, was cross-examined by Mr. Nash. He admitted that the tyres were a new brand, but denied that he had any difficulty in placing them on the market.

Mr. Nash: "I put it to you that you made an arrangement with this man, Chung, to sell these tyres on a commission of 20 per cent.—I deny that. He said he wanted to buy them and I took him to the plaintiff firm, and he bought them."

If that is not the reason, can you explain why the Sun Garage should buy these tyres at cost price?—This is a friendly transaction, because the tyres were sold to them by us.

Did you see this man Chung last night and say: "If you pay the solicitors' costs the action will be withdrawn"—I did not.

Witness said he understood the man Chung to be the manager of the defendant firm. He did not know he was the driver of a private car.

J. Esnall, Secretary of the plaintiff Company, said that when the man Chung called at the office he understood him to be the Manager of the defendant firm.

Mr. Nash, opening his case, said the tyres were not bought by the defendant Company. They were bought by Chung through an arrangement made with the plaintiff's broker. Chung made use of the Garage for storing the private car of which he was the driver.

Mr. Lau Sing-cheong, sole proprietor of the Sun Garage, said he did not buy the tyres. He did not know of the transaction until he received a letter from Mr. Britto. He approached Chung on the subject, and as he was busy he, himself, went and saw Messrs. Britto on the matter and explained that the tyres were not bought by him.

Cross-examined by Mr. Arculli, witness denied selling one of the tyres for \$38.34 on May 9th. On that date he sold a quantity of old tyres by weight to a marine hawk.

His Honour asked Mr. Arculli if the stock book was in Court. If the tyres were sold by the Sun Garage one would expect to find an entry in the stock book.

Mr. Arculli said he had seen the stock book. It had no entry, though in his opinion the book was badly kept.

C. N. Chung said he was the driver of a Taikoo private car. The broker of the Messrs. J. M. Britto & Co. came to him and asked him to sell the tyres for him as they were not common on the market. The tyres which he could not sell were to be returned to the plaintiffs. The witness admitted selling two tyres back to the plaintiff broker at cost price, \$38.34 on about May 9th. He also sold tyres to the Sincere Company and to a man from Wanchow.

His Lordship said that he would have unhesitatingly given judgment for the defendant had it not been for the strange coincidence in which a quantity of old tyres had been sold for the same price as those sold back to the plaintiff's broker. It raised a doubt in his mind and he suggested that the Sincere Company be approached for the purpose of finding out whether the tyres were sold to them by the Garage or by the man C. N. Chung. He further suggested that the evidence of the marine hawk be viewed.

The case was then adjourned.

"JUST LIKE DRAWING TEETH."

WEAK RIDDING FOR VALUABLE LEASEHOLD PROPERTY.

Mr. George Lammert, the auctioneer, likened himself to a dentist yesterday afternoon, when, after trying hard to brighten the bidding at a property sale, which throughout was very weak, he said that the drawing of a bid was similar to the extraction of a tooth—a very tedious and painful operation. The property which was being put up for auction, belonged to the China Mining and Metal Company of No. 4, Des Vaux Road Central. It is situated in the New Territory at Kwei Chung (Gin Drinkers Bay) and has a total area of 102,403 square feet of which 82,345 square feet are building land and 19,950 square feet—agricultural land. The property abuts on to the sea and, in addition to the land, there is a wooden pier, 100 feet long. There is also a reservoir connected with all parts of the property, one Deleo electric light plant and a telephone connected to the Kowloon Exchange. The buildings on the land cover a total area of 20,825 square feet, including one European style house, six Chinese style houses, offices, lock-up store house, sheds, etc., almost all of which are described as practically new.

In announcing further details Mr. Lammert said there was also a factory chimney 120 feet high. The European style house, he said, was at present occupied by Mr. Abbas, who could not be ejected before the 31st July. There were also two watchmen on the premises and these would be withdrawn on June 30th. The property, said Mr. Lammert, was suitable for use as a toy factory, a ginger factory or a sandal shoe factory, and he suggested that within a year or two it would have increased to double its present value.

Bidding was commenced at \$60,000 and very slowly rose by \$1,000 bids to \$89,000, and then by two \$30 bids to \$70,000, at which price it was knocked down to a representative of the International Banking Corporation.

ROBBERY AND MURDER.

The master of the Chung Wo firewood and charcoal shop, 33, Nim Cheung Street, was sitting behind the counter at about nine o'clock on Monday evening when six men approached, saying they had come to search for arms. The shopkeeper had his doubts, and commenced to walk into the shop. He had not gone far when one of the men caught hold of him by the arm and pushed him into the kitchen at the back of the shop, locking the door on him. He heard a number of shots fired in the shop shortly afterwards, and immediately made his escape through the back door and along Main Street, where he blew his police whistle. On returning to the shop he found police already on the scene. His brother was lying on the floor with blood coming from his mouth and chest. He was dead. A cousin of his who was on a visit had also been shot through the arm, and had to be removed to the Government Civil Hospital.

ARMS AND OPIUM.

SEIZURES ON THE "PRESIDENT WILSON."

Charged with being found on board the s.s. *President Wilson* in illegal possession of a revolver and 300 rounds of ammunition, a Chinese told the Magistrate (Mr. J. R. Wood) yesterday morning that before he left America a lawyer of that country had told him that he could bring with him into the Colony of Hongkong one revolver but no more.

Defendant was found guilty and fined \$500.

Another Chinese passenger on the same vessel was fined \$750 for illegal possession of one Mauser pistol, and three magazines.

A further Chinese passenger on the vessel was found to be in possession 124 tins of raw opium, hidden in a basket, some being in a rolled out tin. He was fined \$1,500, and given the option of four months' imprisonment.

SPORT.

GOLF.

SUMMER CUP COMPETITION AT FANLING.

The result of the 4th round of the Summer Cup competition, played at Fanling is as follows:—
R. Bruce beat A. Leach.
Major F. A. B. Thompson beat J. H. Hearn.
Major T. T. Oakes beat Major C. P. F. Watson.
R. L. Moncrieff beat A. K. Mackenzie.

GOLF AND GOLFERS.

[BY DEBAMER.]

This week I propose to deal with the meaning of certain Rules and their application. It is surprising how often rules are misinterpreted by men who are keen golfers and pride themselves on knowing the rules.

For example, it is not much use a player, who is taking part in a medal competition knowing that if he hits his opponent's ball when both balls are on the green he incurs a penalty of one stroke, unless he also knows what a putting green is. This sounds rather ridiculous, but nevertheless, I have come across a good many low-handicap players who lacked this knowledge. It is a very common error to suppose that a putting green is a level ground round the hole which has been cut specially short and rolled, making it conspicuous from the rest of the ground round about. The definition of a putting green is: "All ground except hazards within 20 yards of the hole." Thus, it will be seen that on a course like Happy Valley it is quite possible to be on the green and yet be in quite long grass. On the other hand, at Fanling one's ball might easily be on the specially prepared ground approaching the hole, and yet not be "on the green."

Another point which many players are apt to "slip up" over is the rule about hitting the flag-pin in the hole. In medal play (i.e., a stroke competition) a player is penalized two strokes for hitting the pin if the ball is played from within 20 yards of the hole. It is interesting to note that although a hazard within 20 yards of the hole is not part of the green, yet a ball played from a hazard within 20 yards, if it hit the pin, incurs the penalty of two strokes.

In match play it is quite different. Either side is entitled to have the flag-stick removed when approaching the hole, but if a player's ball strike the flag-stick which has been so removed by himself or his partner, or either of their caddies, his side loses the hole. Otherwise, there is no penalty at all.

In writing the word partner in the last sentence, I am reminded of a friend who always talks of having beaten his partner. Whether in a match or a medal competition our opponents are our opponents; they cannot be our partners!

Many players are careless about removing loose impediments. On the putting green (i.e., within 20 yards of the hole, except in a hazard) any loose impediment may be removed either by lifting or by brushing it aside with the Club, care being taken not to press the Club on to the ground. The rule is that the Club must not be laid with more than its own weight upon the ground. Personally, I think the safest way of removing a loose impediment is to pick it up with the fingers, but perhaps the method is better left to the player's own judgment.

Through the green loose impediments may be removed when lying within one club's length of the ball, provided it is not in or touching a hazard. I have frequently seen players break this rule; it is done quite thoughtlessly, and without any benefit being derived from it; nevertheless, the penalty is the loss of the hole.

Rule 25 dealing with a ball lying in or touching a hazard is not always fully understood. There are players who take a practice shot in a hazard, usually when their ball is in sand, the idea being to find out what the sand is like and to help them to judge their shot. The rule definitely states that when a ball lies in or touches a hazard the Club shall not touch the ground.

There is rather an interesting decision by the Rules of the Golf Committee, which affects the player who has failed to get his ball out of the hazard at the first attempt, and that is that he may, after his first shot, smooth over the footmarks made in playing the stroke. I give this information for what it is worth, but I would advise my readers not to take advantage of it unless they are sure their opponent—or umpire, if there be one—knows this ruling. On one occasion, in an important match at home, a competitor took advantage of this decision and was promptly penalized by the umpire. A fourth party raised the point but was instantly squashed by the umpire saying: "This tournament is being played under the Rules of Golf, and not under the decisions of the Rules of Golf Committee." No doubt he was quite right in what he said for an umpire is appointed to deal solely with questions of fact.

There is one rule in Golf that I never consider quite fair. It is Rule 27, the paragraph that deals with casual water in a hazard. Suppose two players are approaching a green and both put their shots into a bunker guarding the green. One end of the bunker may contain casual water and the other not; therefore, one player may be lying in the water and the other not, both presumably, from equally bad shots. Now the former has to pick up and lose one stroke, whilst the latter does not lose a stroke. Admittedly the former may drop behind the bunker, but when the bunker is close up to the green there is not much advantage in this. In my opinion, when a bunker is only partially under water a player who happens to find the water should be allowed to drop in the dry part of the bunker without penalty, and if the whole of the bunker is under water then he should be allowed to drop behind the bunker under penalty of one stroke. However, before we get this ruling I presume one of the members of the Rules of Golf Committee will have to be penalized by this unfair rule.

(Continued at foot of next column.)

COMMON CAUSE OVER LINCHING OUTRAGE.

SHANGHAI BRITISH AND AMERICAN INSTITUTIONS IN CLOSEST CO-OPERATION.

URGENT DEMANDS HOME FOR RESOLUTE ACTION.

With reference to the telegram which was transmitted to America on the 15th instant by the American Association of China and American Chamber of Commerce, the *N. C. Daily News* has been authorized to say that this statement is entirely approved of by both the China Association and the British Chamber of Commerce, who have passed on the American organizations' telegram verbatim to London.

The telegram in question is as follows:—
"An intolerable condition has been created in China by the Washington decision and failure to act aggressively in the present crisis. American lives and liberty throughout China are in danger. Prestige and business are being destroyed by lack of strong action. We demand immediate, protection for Americans in China and urge action along following lines until a strong and satisfactory Government is established in China."

- 1.—Suspension of all benefits to China under Washington Conference.
- 2.—Disarmament of troops and return to their homes, and placing of Chinese finances under foreign supervision.
- 3.—Foreign guards placed upon lines of communication, both land and water.
- 4.—Foreign garrison be placed at strategic points throughout China.
- 5.—Suspension of return of Boxer Indemnity.
- 6.—Co-operation with Great Britain in providing remedies for present conditions.

These recommendations are "meeting with the approval of the substantial Chinese and banking interests, who deprecate the chaotic conditions, but will not act for fear of persecution at the hands of the present régime."

It is understood that British interests in China are making similar recommendations to London.

The China Association and British Chamber of Commerce, at the same time, would like it to be known that they are working in close co-operation with the two above-mentioned American institutions, and that all steps hitherto taken by both the American and British institutions in question have the full consent of all parties.

CHINESE BANKERS' POSITION.

The Shanghai Bankers' Association have sent to the Chinese General Chamber of Commerce of Shanghai a letter of which the following is a translation.

Sirs,—In the issue of the *China Press* of the 15th instant under the title of "American Chamber and Association demand action by the Powers" on page 1, was given the full text of a telegram sent to Washington by the two bodies. All the recommendations in that telegram are exciting, but the most astonishing one is in the latter part which reads: "These recommendations meet with approval of substantial Chinese business and banking interests."

We therefore take the liberty to say that owing to the continuous fight for rights and privileges of these officials in the Central Government under taking any care of the general welfare, our citizens may warn this Government in such a way as to awake them in the sense as stated while foreigners might be misled to think that our citizens are of the same opinions with them.

It should be understood that the Chinese Banking Groups here are functioning in no other matters than pecuniary ones and never attempt to make any senseless suggestions to communities whatsoever. In case instance is laid on the recommendations, which will no doubt affect our rights and privileges given by the Washington Conference, we, Chinese citizens, will certainly protest against the violence and seek a way for protection.

Soliciting your co-operation.
We are etc.,
CHINESE BANKERS' ASSOCIATION OF SHANGHAI.

A ball moved is not always clearly understood. The definition of a ball moving is as follows:—"A ball is deemed to 'move' if it leaves its original position in the least degree; but it is not considered to 'move' if it merely oscillates and comes to rest in its original position." The player has moved the ball, if it moves, according to the above definition, after a loose impediment lying within a club's length of it, through the green, has been removed, or after a loose impediment within 8 inches on the green, has been removed, or if the ball moves after the Club has been grounded in the address, or if it moves in a hazard after the player has taken up his stance. I have known cases where the wind has moved a ball just as the player was about to take up his stance, but if he has not removed any impediments, grounded his Club, or taken up his stance, then he is not deemed to have moved it.

Before concluding I would like to draw attention to an incident which recently happened in Japan. A player drove a ball which hit his forecaddy and, unfortunately, killed the boy. I have not got full details of the case and cannot say whether it was the player's fault or the boy's, but it is quite enough to make one realise the danger of not observing the etiquette of the game to the last letter. Wait an extra minute, rather than play, and take a risk.

HIGH CLASS

CIGARETTES & TOBACCOS

Abdulla Cigarettes	...	No. 11	per tin	\$2.80
"	"	" 5	"	2.50
"	"	" 14	"	2.20
"	"	" 16	"	1.65
"	"	" 75	"	1.35
" Straight Cut...	...	—	"	1.45
Boguslavsky, Virginian	...	No. 2	"	1.40
" Piccadilly	...	"	"	1.25
State Express Cigarettes	...	"	"	1.20
" Manhams	...	"	"	1.40

TOBACCOS

Abdulla, Straight Cut	...	per 1 lb. tin	\$1.80
Dunbills "My Mixture"	...	"	2.50
" Standard	...	"	1.95
John Cottons, Medium	...	"	1.75
Ardath Medium Mixture	...	"	1.50
State Express Tradition	...	"	1.90
Hankeys Mixture	...	"	2.20
Sil Philips	...	"	2.20
Craven	...	"	1.75

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AGENCY

A Well-established Shanghai Piece-goods Firm desires to appoint in Hongkong, as **SOLE AGENTS**, a Young and Enterprising House of unquestionable integrity, who can produce satisfactory Bankers' References and who are not already tied to a Manchester or Bradford House.

The Far Eastern Manager of the Firm advertising will be in Hongkong from June 28th until July 10th, having with him Samples of Cottons and Woollens and Sundries which are already established lines in the North and are suited to the Southern markets. Replies should be addressed to Box No. 607, Daily Press Office. [100]

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on **TUESDAY, the 3rd day of July, 1923, at 3 p.m.**, at the Office of the Public Works Department, by Order of His Excellency the Governor, of one Lot of **OBOWAN LAND** at Ho Mui Tin in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Lease, with the option of renewal at a Crown Lease, to be fixed by the Surveyor of His Majesty the King, for our further term of 75 years.

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CABLES.

[THROUGH BRITISH AGENCY.]

TERRIBLE ACCIDENT.

ON BROOKLYN ELEVATED RAILWAY.

New York, June 25th.

A terrible accident occurred on the elevated railway in one of the busiest sections in Brooklyn through the toppling over of a two-car train.

At present it is estimated that six were killed and 40 injured.

The first car fell on a couple of motor-cars in the street below, dragging the second car along with it.

Witnesses say that one of the axles of the forward car appeared to break, causing the car to slip over, partly demolishing the elevated structure in its fall.

The only previous time that a train has fallen into a New York street was 15 years ago in Manhattan.

The two cars were partially telescoped. Broken electric wires caused a fire, but the flames were quickly extinguished.

LATEST CABLES.

FULL DETAILS OF A FRIGHTFUL ACCIDENT.

New York, June 25th.

The casualties in the Elevated Railway crash were 8 killed and 83 injured.

The dead include seven women and girls.

The train plunged forty feet into the junction of Atlantic and Flatbush avenues, Brooklyn, a congested retail shopping centre. People in motor-cars and pedestrians had miraculous escapes, for the falling cars carried down countless electrical wires, from which blue flames splattered menacingly amid the tangled debris.

The screams of passengers pinioned under the cars—some transfixed under jagged pieces of wreckage, or cut with broken glass—were heard above the din and shouts of the spectators and the clanging gongs of fire engines and ambulances, which were quickly on the scene. The thousands of onlookers who were packed into the confined space hindered the work of rescue, so that it was not till long after all the injured were removed to hospital.

The cause of the accident is uncertain, but is thought possibly to be due to a defective rail or a misplaced switch.

The motor-man has been arrested and charged with homicide.

COMMUNISTS REJECTED.

BY BRITISH LABOUR PARTY CONFERENCE.

London, June 25th.

At the Labour Party conference, held in London, a resolution in favour of affiliation with the Communist Party, was defeated on a card vote by 2,850,000 votes to 300,000.

[The Labour Party executive rejected affiliation with the Communists and the decision was referred on to the party conference.]

PUGILIST'S INJURED HAND.

MAY BE THE CAUSE OF LEGAL PROCEEDINGS.

London, June 25th.

The eminent surgeon specialist who examined Beckett's hand, has certified that he is not fit to undergo the necessary training for his fight with Carpenter, on July 27th. A rest of at least three months is essential.

Major Wilson, the promoter, threatens legal proceedings.

THE LOSS OF THE

"TREVESA"

ONLY ONE BOAT FOUND.

Durban, July 25th.

The steamer *Barrabook*, which has been searching for survivors of the *Trevessa*, has arrived back in Durban. The captain reports that only one boat was found. He is of the opinion that the *Trevessa's* cargo of pig-iron started the vessel's plates and caused her to founder.

EARLIER CABLES.

GERMAN REPARATIONS. PREMIER POINCARÉ AND EARL CREWE CONFER.

London, June 25th.

Whilst the Anglo-French German reparations conversations are hampered by the delay in the Belgian Cabinet reconstruction, according to the Paris newspapers, a slight modification of the points of view on both sides resulted in a lengthy conversation between Earl Crewe and Premier Poincaré at the Quai d'Orsay yesterday.

REINLAND AND RUHR BUFFER REPUBLIC.

Meanwhile, however, indignation has been aroused in Paris by the publication in the *Observer* of a translation of a long confidential report, dated April 16th, 1933, which was sent to Paris by the French High Commissioner in the Rhineland, showing French relations with the notorious Dr. Dorten, leader of the Separatist movement in the Rhineland, and urging the Government to conciliate him in view of the fact that "the idea of a Rhineland Republic was no longer a chimera, but had entered the domain of probable events."

The French Foreign Minister has formally denied the existence of such a document.

Le Temps describes the publication as a sharp attack on France on the very day a critical conversation was proceeding at Paris.

Le Matin declares that the object of the *Observer's* manoeuvre is to facilitate an Anglo-German combination financed by English banks with a view to the establishment in Rhineland and the Ruhr of a buffer republic subsidised from London in order to prevent French influence establishing itself definitely on the Rhine.

It is authoritatively declared in London that the *Matin* story is merely a repetition of a tale published last April, when it was officially and categorically denied.

NO ACTION BY BRITISH GOVERNMENT.

In the House of Commons, replying to Mr. Ramsay MacDonald with regard to the *Observer's* Rhineland document, Mr. Baldwin said that the Government had no knowledge of the authenticity of otherwise of the document, and that the Government did not propose to make any representations to France or the other Allies on the subject.

GERMAN RESISTANCE UNDIMINISHED.

Berlin, June 25th.

Herr Cuno, the German Chancellor, in the course of a speech delivered at Königsberg, emphasised that the spirit of resistance of the Ruhr population is undiminished. No Government order, as the French demanded, could terminate a situation created by the will of the people. He hoped that the whole German people would prove equally unbreakable in the matter of payment of reparations on condition that German's economic freedom is thereby secured.

LATEST CABLES.

ANOTHER OFFICIAL DENIAL.

Paris, June 25th.

Another official denial has been issued with regard to the *Observer's* story referring to Dr. Dorten. It states that he was never subsidised by the French Government.

EARLIER CABLES.

IMPERIAL ECONOMIC CONFERENCE.

REPRESENTATION OF CROWN COLONIES.

London, June 25th.

In the House of Commons, replying to Sir J. N. Griffith, Hon. W. G. A. Ormsby-Gore said that he would represent at the Imperial Economic Conference Crown Colonies and Protectorates, including the smaller islands. It was not proposed that the mandated territories should be represented, but if questions affecting them arose, he would do his best to safeguard their interests.

EARLIER CABLES.

INTERNATIONAL AIR CONGRESS.

OPENED BY PRINCE OF WALES.

London, June 25th.

The seventh International Air Congress was opened in London this morning by H.R.H. the Prince of Wales, and was attended by Sir Samuel Hoare and the Duke of Sutherland and a large and distinguished gathering of representatives of 16 countries, including France, Italy, Belgium, Holland, China, Japan, India and Afghanistan, and the High Commissioner of Australia.

H.R.H. the Prince of Wales, in welcoming the delegates, emphasised the great possibilities of civil aviation, especially in developing international goodwill.

The Duke of Sutherland said that the world was on the eve of great advances in aviation and development of international civil and commercial aeronautics on a scale hitherto unrealised, and by the evolution of a popular and cheap light aeroplane.

U.S. PROHIBITION.

LAWLESS DRINKING BECOMING A MENACE TO THE NATION.

Denver, June 25th.

President Harding, in the course of a speech, expressed his opinion that any change in prohibition would be in the direction of a more effective enforcement. There was much evidence reaching Washington that some of the States were disposed to abdicate their police authority to enforce prohibition, and also a general misconception that the Federal Government was responsible for enforcement, whereas it was not equipped to make enforcement locally effective. If however, the burden of enforcement is continued to be thrown upon the Federal Government it would be necessary to create a costly Federal police authority, which would be inevitably regarded as an intrusion on the local authority, with possibilities of disaster.

President Harding concluded by saying that lawless drinking was becoming a menace to the nation.

PRACTICE OF BREAKING SEALS.

London, June 25th.

In the House of Commons, replying to Viscount Curzon, Mr. Baldwin said that the Government saw no ground for protesting against the breaking of seals on liquor on board British liners at New York. British Customs seals on dutiable ships' stores taken from Britain in bond were in no way inviolable except in British waters. Foreign Customs seals were habitually broken when necessary in British waters.

TORTURE?

PATRIARCH TIKHON "RECAPS."

Riga, June 25th.

The Soviet announces that the Patriarch Tikhon has signed a declaration repudiating his past conduct, and declaring that he had been the tool of the monarchists. He expresses his loyalty to the Soviet, and he appeals for this to be considered at his forthcoming trial. It is generally believed here that any such recantation is due to the effects of torture.

ITALO-FRANCO-SOVIET RELATIONS.

Moscow, June 25th.

Signor Placitini, the new Italian Commercial Agent, has arrived.

M. Herriot and the other members of the French Commercial Mission here are actively preparing for the participation of French firms at the Nijniy Novgorod Fair in August.

TURCO-JAPANESE DISCUSSIONS.

Constantinople, June 25th.

Mutasarrif Kemal has received Baron Uchida.

DISABLED STEAMER.

DUTCH VESSEL HAS HER PROPELLER FOULED.

Madras, June 25th.

The Dutch steamer *Stoterdijk*, which is believed to have her propeller fouled by wire 93 miles from here, is communicating with the Dutch steamer *Andijk* to take her in tow.

Madras, June 25th.

The *Stoterdijk* is being towed by the German steamer *Gutenfels* to Calcutta. Satisfactory progress is reported.

STEAMER DISASTER.

HALIFAX-BERMUDA LINER ON REEF.

Hamilton, (Bermuda), June 25th.

The Royal Mail liner *Caracquet*, from Halifax, went on the reef to the north of Bermuda.

It is believed that the vessel is breaking up.

Tugs have gone to the scene of the disaster to take off the passengers.

SILVER MARKET.

Reporting from London on May 16th, on the silver market, Messrs. Samuel Montagu & Co. stated:

Prices were inclined to droop until Saturday, when fresh buying set in for immediate shipment to Bombay, consignments by the steamer leaving, this week being considered good for delivery this June settlement in that city. The energy of these purchases, however, was not sustained at rising quotations, and prices receded, assisted by some China sales. India also sold silver for forward delivery.

DUTCH INDIAN LOAN.

London, June 25th.

Dealings commenced in the Dutch Indian Loan at one-half per cent. discount and later at one and a half per cent., and finished at one per cent. discount.

TENNIS CHAMPIONSHIPS.

London, June 25th.

At Wimbledon, the lawn tennis championships were opened in dismal weather.

Play was timed to start at two o'clock, and thousands, many of whom were present before ten o'clock in the morning, waited in the pouring rain till five o'clock, when the first of the four international-centre court matches was begun.

Godfree, the British Davis Cup representative, defeated Mishu (Roumania) 4-6, 6-3, 6-3, and 9-7.

No further play was possible on the centre court, although a few outer court matches were finished.

LONDON TO BAGHDAD IN EIGHT DAYS.

MOTOR ROUTE ACROSS THE DESERT.

[FROM "THE TIMES" BEIRUT CORRESPONDENT.]

The long-cherished idea of a quick land route from the Mediterranean to Baghdad and India has been brought within the region of practical experience by the development of a motor-car service established in Beirut soon after the Armistice by a former New Zealand officer.

For some time past an efficient service has been maintained between Beirut and Haifa, thanks to which the express overland mail from Egypt is now delivered in twenty-four hours, under contract with the Egyptian and Palestine Governments. The extra postage is trifling. The Beirut-Haifa service, however, was merely the first step towards a more ambitious scheme. The new route brings Baghdad within sixty hours' land journey of the Mediterranean. The trip trials were undertaken through Damascus, then across the Syrian desert to Bamada, and on to Baghdad, a distance of 500 miles, with only one stop half-way between Damascus and Bamada at Rutba Wells, the only available water source throughout that stretch of desert. The first journey was done by Mr. Palmer, the British Consul at Damascus, and Major McCollum, M.C., liaison officer with the Hant Commissariat.

Negotiations are proceeding with the Iraqi Government for the transport of mails to Haifa, with eventual connexion at Port Said with London-bound steamers. This will reduce the time of transit for mails between London and Baghdad to eight days. An extension of the service is contemplated to Tobrak, which will make it possible for the mails between Persia and London to be delivered within thirteen days.

Arrangements are being made whereby the chieftains of Bedouin tribes along the desert will have a certain interest in the success of the enterprise. This should eliminate the risk of molestation and ensure quick assistance should it ever be needed. It is expected that the recent discoveries at Ur of the Chaldees will give a distinct fillip to the tourist trade.

By a majority of 200 to 159 the House of Commons on May 16th gave leave to introduce a bill making illegal the application of funds and losses of Co-operative societies to political purposes.

RADIO.

LECTURE AT THE VOLUNTEER HEADQUARTERS.

An interesting lecture, the first of a series of four, on the subject of "Radio" was given at Volunteer Headquarters by Mr. Chesterton, of the Marconi Company, yesterday evening. The chair was taken by Mr. D. Tolan, who, on introducing the lecturer, remarked that Mr. Chesterton hoped in the course of his lectures to give them an insight into the more intricate details of the subject.

The speaker illustrated his subject with chalk and blackboard, and with the aid of wireless equipment. Early in his address he explained something of the qualities of ether, and informed his listeners that the only force that had been found to pierce it, and effect it in any way, was the force of the electron, or electricity, and it was upon the electron, therefore, that radio depended. He added that the universe, as we know it, was one huge mass of solar systems, of which ours was one of the least important. Our own globe was one of the smallest in our solar system. It could, therefore, be regarded as a speck of dirt floating in a huge sea of ether. Mr. Chesterton then proceeded to enlarge on the technicalities of the subject of radio in the course of which he demonstrated the inefficiency of present transmitting methods, and pointed out that of the energy expended on it, only five per cent. was eventually gained, which meant that receiving sets had to be of extremely high power in order to catch what power there was to be had from the transmission.

A vote of thanks to the speaker was recorded at the conclusion of the lecture.

COTTON MANUFACTURING IN THE UNITED STATES.

Discussing "the what it is" the third largest industry of the United States, the National Bank of Commerce in New York says:

Recent purchases of Southern mills by New England interests and more especially the actual transfer of complete mill equipment from the North to the South, have emphasized the acceleration of a movement which has been under way since at least the beginning of the century. The tendency for cotton manufacturing to make larger gains in the cotton-growing states than elsewhere in the United States is partially due to greater accessibility to the raw material, but more important than this has been lower taxation and cheaper labour costs. Not only are the wage scales lower in the South, due partially to lower costs of living and particularly to less industrial competition for labour, but the working hours are longer. The change may in fact be identified as part of a world-wide movement of the cotton textile industry to seek locations where lower labour costs prevail.

Southern mills have for a long time consumed more cotton than the Northern mills. In the past the excess was accounted for by the fact that mills in the cotton belt spun coarser yarn than the other mills. More recently, especially since the beginning of 1921, the difference between the consumption of Southern and other mills has increased, and the South has definitely assumed the lead in relative activity as well as in consumption of raw material. On March 31st, 1923 the cotton growing states had only 78 per cent. as many spindles as there were elsewhere in the United States, but as during that month they had kept a larger proportion in activity and because they had worked each active spindle two-fifths longer than in the North, the total active spindle hours in the South were one-sixth greater.

Southern mill wage scale is lower than in the North where, however, less is done toward supplying cheap housing facilities. Referring to the efforts to shorten the working day, the article points to substantial changes in the industry along this line since 1909 and says:

So far the movement toward shorter hours, recognizable in both sections of the industry, has made much the more rapid advance in the North. Here the usual hours in 1909 were from 54 to 60 hours a week. In 1914 they were 54 hours and in 1919 the prevailing hours had dropped to 48 a week or less. Southern mill hours as a rule worked 60 hours a week in 1909, although many worked even longer hours. By 1914 most of them worked 60 hours and but few worked longer. In 1919 the usual hours in the South were between 54 and 60 hours.

For the present, at least, mills can find cheaper labour, which will work longer hours in the cotton-growing states than elsewhere, though the weekly wage is tending to advance more rapidly in the South than in the North. The southern labour, also, is acquiring more skill from year to year, so that the advantage in quality of product now possessed by New England may gradually disappear. Probably the most marked advantage of a southern location is the fact that longer hours of work prevail here and that even though there is a movement toward shorter hours, changes so far have been less radical there than elsewhere.

SAVING LIFE AT SEA.

ADVISORY COMMITTEE CRITICISED.

CALL FOR MORE EFFECTIVE MEASURES.

Mr. Joseph E. Foley, general secretary of the Association of Coastwise Masters, Mates, and Engineers, commenting in a letter on the recent report on life-saving appliances at sea, circulated by the Merchant Shipping Advisory Committee, says:

"We have long been advocating a system of rapid working boat-launching devices, that could be operated by men of ordinary intelligence, and such are obtainable. If proper inquiry was made I am satisfied that ships could be equipped with appliances that would enable one or two men to lower by single suspension, the largest-sized ships lifeboat from the chocks to the water in seconds, not hours. And the speed with which the operation can be performed would do away with all the risks of the present system. In my opinion the present report is so much twaddle. It appears to be simply a method of hoodwinking prospective passengers into the belief that in the event of disaster their safety is adequately provided for by the rows of nice white painted boats that occupy such a conspicuous position along the ship's side. In very many cases these boats should have worn a different shape, and instead of being painted white, they should have been oak-grained and fitted with at least six brass handles on each side."

The present system is a failure because in times of stress it cannot be operated successfully with any degree of certainty owing to the lack of ropes necessary to work long throwed tackle, the two-end suspension, and the length of time required to launch the boats. It also requires a number of trained men to handle it, far exceeding the whole crews of small vessels. Thousands of lives have been lost from passenger vessels because of the impossibility of launching boats in time to be of any use. Thousands of lives have been lost from small vessels on the coast because of the impossibility of launching at all. No man can regard with any confidence a system of life saving media before it can be utilised, and no reasonably-minded man could expect a double-suspended load, weighing anything up to eight tons to be lowered a distance from 70 to 80 feet from a wildly pitching platform into a tumbling sea with any degree of safety guaranteed, particularly when the method of lowering is the simple slacking of a rope around a pin by two individuals who may, or may not, be trained seamen, and whose own safety depends upon their getting the boats into the water in the shortest possible time.

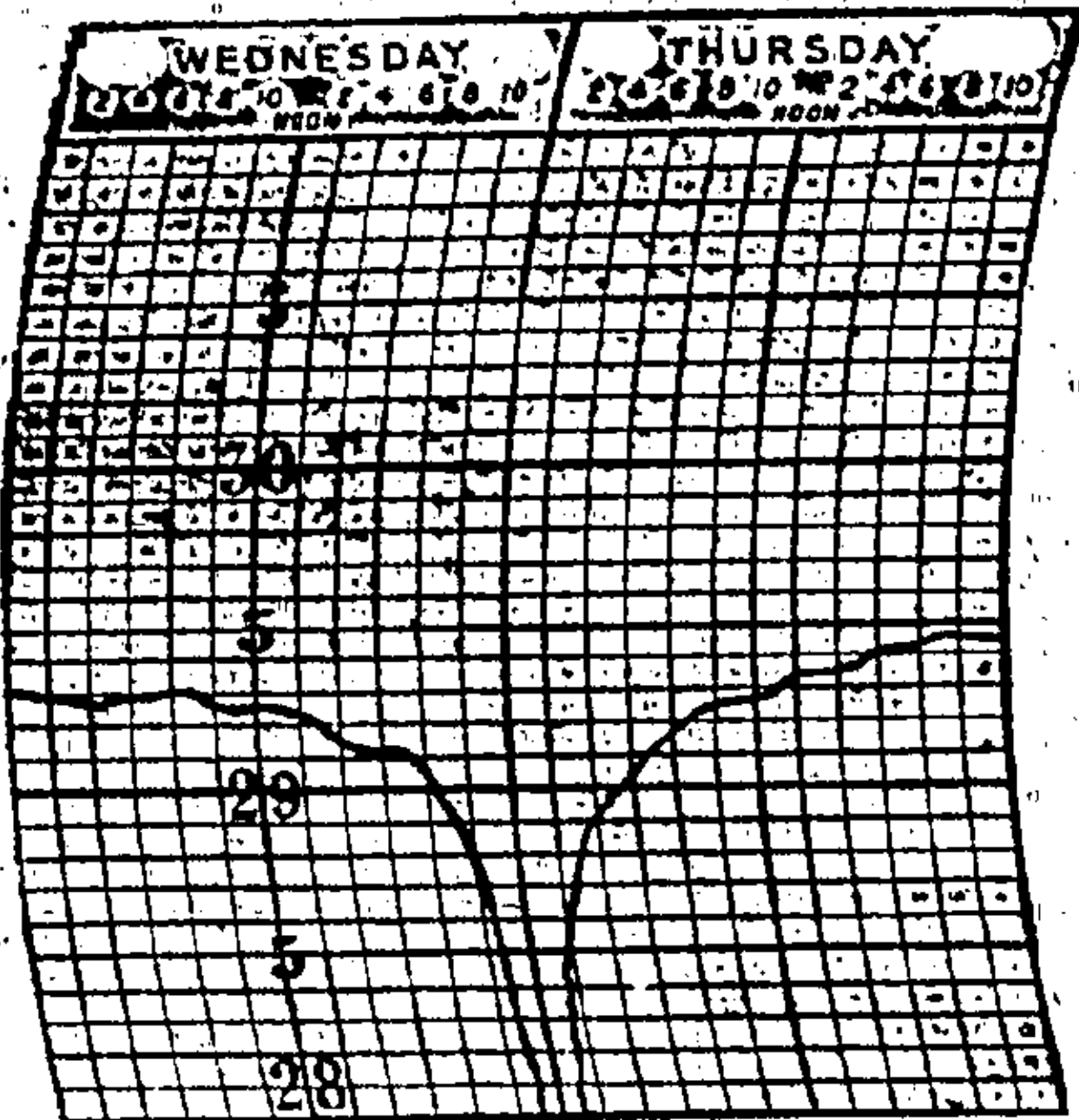
Within the last few days we have had an instance of the absurdity of putting any reliance whatever upon the contrivance for saving life at sea, which this report recommends. In the sinking of the Portuguese liner *Mossamedes*, we are informed that four boats were prepared, but only three got away from the ship, the fourth falling with its occupants into the sea, where, despite the most gallant efforts, seven were drowned. Just imagine for a moment the frantic effort of the seamen, loading the co-located life boats with the food and water and blankets with the necessary navigating instruments, and implements for propulsion and sailing. Think of the demented half-clothed people who regard that boat as their only hope of safety, clamouring and falling into her ever-swinging and swaying shape, until her full complement is on board, and the moment has arrived to commence the operation of lowering. This is the time that has so often proved the absolute worthlessness of the system, when the boat and its equipment, with all the living freight, is to be lowered to the water, by two individuals, working tackles separately and independent of each other, one at each end of the boat. Under the very best of conditions the difficulty of uniformly lowering a heavy boat, some twenty-eight feet long, and a quarter of that in width, by means of two end suspensions, will be appreciated by men who have never seen the operation performed on board a ship, and they may also form some opinion as to the greater difficulty involved when this is being done as part of a hurried flight from a cruel death. As the boat drops down the swings in and out. She drives forward and astern. The sinking ship rolls over on top of her, or swings away, leaving the boat against her side with blows that threaten to shiver her to pieces. Then that happens which is too often recorded, one end goes by the run, and the boatload of people, cars, breakers, sails, blankets, and all, are dumped higgledy-piggledy into the sea, where they will be kept busy by the swinging end of the boat, until she goes to pieces, or they meet the fate of thousands gone before.

It is openly admitted that safety appliances are only required for passengers, and presumably there is no need to protect seafarers. Members of a ship's crew, whether they are officers or seamen, pursers, clerks or stewards must be satisfied with potluck. That is the popular Whitehall view. But it is not the view of the seafarers, whose claim for adequate protection is just as vital as the claims of workers on shore who are protected by Factory Acts and other similar enactments. Thousands of men are lost annually in the small vessels of the coast because of the wretched conditions of manning, and the provision of a workable equipment for their safety.

Interesting statistics are given in the annual report of the Chamber of Shipping of the United Kingdom for 1922-3. As the opening of the year British shipping was, it is stated, still in the throes of the worst period of depression of modern times. That it has surmounted the manifold difficulties is due in large measure to the sound conservative policy pursued by owners.

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LADY HERMIONE GORDON-LENNOX

GRANTED DIVORCE DECREE
FOR DESERTION.

Lady Hermione Francis Caroline Gordon-Lennox, residing in Belgrave-square, London, was on May 28th, in the Court of Session, Edinburgh, granted a decree of divorce against Lord James Charles Gordon-Lennox, son of the Duke of Richmond and Gordon, of "The Neuk," Fochabers, Morayshire.

The action was brought on the ground of desertion. The respondent did not defend the suit.

Lady Gordon-Lennox, a slight figure, who was wearing a plain brown dress and closely fitting brown hat, said she was a daughter of Baron de Ramsay. She was married in 1903 at the Guards' Chapel, London, her husband being then an officer in the Scots Guards.

There was one child of the marriage, Reginald Arthur Charles, born in 1910. They lived at Leazes after the marriage, and then in Eaton-square, London. That residence was closed in January, 1920. Her husband joined his regiment in 1914. He went to the war, was badly wounded, and came home in 1915. In the following year she noticed a distinct coldness in his manner.

Mr. Watson, K.C.: What did you attribute that to?—To the war and his not being well. I thought when he got better he would be different.

At Monte Carlo, in 1917, Lady Hermione continued, there was a lack of affection on the part of her husband. He told her he did not wish to live with her any more.

Counsel: Did he say why?—No, he just said he did not want to live with me any more, and that we were very unsuited to each other. He also said he hated London life and wanted to live in the country.

LORD JAMES IN HOSPITAL.

Continuing, the witness said her husband was again seriously wounded in 1917. She went to a hospital at Boulogne, and saw him. He then came to a hospital in England, and remained until August, 1918.

When I saw him at the hospital, added the witness, he always contrived to have a member of his family there, and I never saw him alone. When he was convalescing we discussed the future, and I asked him what he wanted to do. He said he wanted to go away.

Did you desire to resume your family life with him?—Yes, very much, but he refused to discuss it or to entertain the idea. Towards the end of August, 1918, I accompanied him to Gordon Castle.

What there did your husband pay you any attention?—No, he was just the same very cold. I stayed there a month. During that time several concerts were given at the Castle for wounded soldiers. At the end of the month I proposed that my husband should go south for a change of air, but he refused to go. Later we returned to Eaton-square, London.

In 1919 he was appointed to the command of the Scots Guards in London. The barracks are about ten minutes' walk away from Eaton-square. He said he would live at Eaton-square, but that he did not want to see me. He breakfasted at nine in the morning at Eaton-square, and then went to the barracks. He returned to lunch at about one o'clock, and went away again in the afternoon. Then he would return to dress every evening, but he did not dine at home. We received invitations to dine out, but he would not accept them. We only went to one or two big functions, that was all. There was no conversation between us, except on absolutely essential business matters.

"LIVED SOMEWHERE ELSE."

Did you ask him why he was treating you in that way?—Yes, and he said that he liked somebody else. He stated that he was not going back to me, and the thing must end. Since leaving the house in Eaton-square in December, 1919, my husband never returned to me.

Lady Guernsey, sister of the petitioner, gave evidence that she was at Monte Carlo with her sister and husband. He was very cold to her and hardly paid her any attention.

Was she very distressed?—Yes, she was unhappy, and spoke to me about it.

What was his behaviour to others?—He was always charming to me, and to all the rest of his acquaintances. I challenged him with being fond of another lady, and he said he was very fond of another lady.

Did he say that he was very fond of a young lady, and that his relations with that lady were quite blameless?—Yes, absolutely blameless. The witness added that she saw a letter which he wrote to his wife in which there was a reference to the other lady.

Mr. D. J. Cunningham, factor to the Duke of Richmond and Gordon, told the Court that in 1921 Lord Gordon-Lennox said he suited his health better to live in Scotland than in England.

Colonel D'Aymple, Hamilton, Scots Guards, explained that Lord Gordon-Lennox was fond of sport, but that since he was so badly wounded in the war there were not many sports open to him. He could just manage to fish, and that was almost all that was left to him.

Lord Ashurst, in granting a decree of divorce for desertion, gave the petitioner the custody of the child, and also allowed her expenses.

INTERNATIONAL GOLF

WALKER CUP RETAINED BY
AMERICA.

America, for the third year in succession, beat Great Britain in the international golf match for the Walker Cup at St. Andrew's on May 18th.

Having obtained a lead of two points as a result of the play in the foursomes on May 18th, and having obtained a lead in five of the eight singles in the morning round on the 19th, Britain appeared to have a very good chance of winning; but the Americans played splendidly in the afternoon; the arrears were wiped off, and in the end, America won by one point on the two days' play.

The first match, in which Mr. Wethered and Mr. Outimet finished all square, was one of the finest games of golf ever seen, but in two or three of the other games snags were seen. Next morning, snags were seen, and the chances of victory.

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Mr. R. Anderson
Mr. R. B. B. B.
Mr. & Mrs. Jack I. chair
Mr. E. R. B. B. B.
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Mr. F. M. B. B. B.
Mr. R. J. B. B. B.
Mr. B. B. B. B.
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Mr. A. Blomer
Miss H. Boardman
Mr. W. B. B. B.
Mr. A. M. B. B. B.
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Mr. A. H. B. B. B.
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Major A. B. B. B.
Mr. & Mrs. B. B. B. B.
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SHIPPING NEWS

ARRIVALS.

June 25th.
Deerwanger, British str., 1,047 tons, Capt. A. H. Brown, from Kohala, with a general cargo.—Cheong Yoo S.S. Co.

Phosphor, British str., 1,045 tons, Capt. A. W. Hall, from Saigon, with a general cargo.—Wo Fat Shing.

Yan Follenhausen, French str., 794 tons, Capt. J. Mathis, from Haiphong, with a general cargo.—Kai Yoo & Co.

June 26th.

Alma Maru, Japanese str., from Canton.

Argo Maru, Japanese str., 1,040 tons, Capt. W. Mura, from Singapore, with a general cargo.—O.S.K.

Daphne, Danish str., 1,049 tons, Capt. E. Juel Hansen, from Bangkok, with a general cargo.—John Mathers & Co.

Cheking, British str., from Canton.

Chuen, British str., 1,338 tons, Capt. R. Lewis, from Bangkok and Hollow, with a general cargo.—B. & S.

Chinking, British str., 1,199 tons, Capt. Chander, from Tientsin, with a general cargo.—J.M. & Co.

Holla, British str., 8,097 tons, Capt. C. Brooks, D.S.O., R.N.R., from Shanghai, with a general cargo.—Macdonald, Mackenzie & Co.

Hong Han, British str., 1,224 tons, Capt. A. Mackenzie, from Singapore, with a general cargo.—Seng Soon Hong.

Kueing, British str., 1,340 tons, Capt. A. Tucker, from Bangkok, with a general cargo.—B. & S.

Miyu Maru, Japanese str., 2,201 tons, Capt. U. Otsuka, from Singapore, with a general cargo.—N.Y.K.

Rhine, British str., 4,065 tons, Capt. R. N. Hodgson, from Birkenhead and Singapore, with a general cargo.—B. & S.

Peking, British str., from Canton.

Sueyang, British str., 1,504 tons, Capt. U. R. Purshott, from Shanghai, with a general cargo.—B. & S.

Taiyo Maru, Japanese str., 2,565 tons, Capt. Yamamoto, from China, with a general cargo.—Y.K.K.

Tahara, British str., 4,053 tons, Capt. D. M. Mackenzie, from San Pedro, with fuel oil.—Standard Oil Co.

Takuba Maru, Japanese str., from Canton.

Vancouver, Dutch str., 707 tons, Capt. P. Philipp, from Swatow, a Santic Petro-Team Co.

CLEARANCES.

June 26th.
Alphid, for K. C. Wan.

Argo Maru, for Keelung.

Chai Sang, for Swatow.

Huichang, for Swatow.

Huichang, for Swatow.

Kulgan, for Swatow.

Lungdan, for Canton.

Mohm, for Canton.

President Jefferson, for Shanghai.

Reims, for Hollow.

Sueyang, for Amoy.

Tungshing, for Canton.

Tungshing, for K. C. Wan.

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PASSENGERS.

ARRIVALS.

Per P. & O. s.s. *Delta*, on June 26th:
 Capt. K. S. Morgan, Mr. and Mrs. Holmes, Mr. T. Woodhouse, Mr. and Mrs. Speight, Miss K. Wilks, Miss H. Barker, Mr. and Mrs. J. Bradford, Mr. F. Kulka, Miss Swain, Mr. K. H. Smith, Mrs. Ross, Capt. and Mrs. Cartwright, Mr. A. Buchanan, Mrs. Hawes, Miss L. A. Beck, Mr. L. Moore, Mrs. Leach, Mr. G. P. Bickford, Miss V. Clemons, Mr. H. A. Gluckauf, Mr. G. D. Jackson, Mr. H. Shivil, Mrs. M. D. Bollet, Mr. and Mrs. A. Jercke, Miss Thelma-Hughes, Mr. and Mrs. Frances, Miss M. Hunter, Mrs. H. Pearson, Mrs. N. Conway, Mr. and Mrs. W. Newman, P.O. Gillard, Mr. T. Newman, and Mr. E. Crocker.

SURGERY AT SEA.

A stirring story of a sick captain's wireless call for help in mid-ocean, the arrival of an Atlantic liner at full speed, and the captain's removal from his own ship to the liner's operating theatre just in time to save his life was received by wire at Liverpool, on May 25th. The Canadian liner *Argo*, from Canada to Plymouth and London, when in latitude 47° 33' N., longitude 41° 56' W., received an urgent message for medical assistance from the Canadian Government steamer *Canadair*. Captain *Argo*, stating that her commander, Captain Reith, was seriously ill, and required skilled medical attention. The *Argo* altered her course, and after rushing at full speed to the *Canadair*, *Argo*'s position lowered a boat carrying her surgeon. Upon examination the captain was found to be suffering from appendicitis, and an immediate operation was necessary. Owing to lack of facilities on his own steamer Captain Reith was skillfully transferred to the *Argo*, and the operation successfully performed in the liner's operating theatre.

WEATHER REPORT.

June 26th at 10.53.—Pressure has increased slightly from a central Japan to Formosa. It has decreased slightly at Shanghai and Haiphong and is nearly stationary elsewhere. The Chinese depression appears to be spreading north-eastward.

Hongkong rainfall for the 24 hours ending at 1 p.m. 26th June, 0.77 inch. Total since January 1st, 26.92 inches, against an average of 39.83 inches.

The forecast for the 24 hours ending at noon, 27th June, is as follows:

District: E. winds, fresh; generally overcast, showery.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, June 26th

Previous: 24.6 24.6 24.6

Day: 24.6 24.6 24.6

at 1 p.m. 24.6 24.6 24.6

at 4 p.m. 24.6 24.6 24.6

at 7 p.m. 24.6 24.6 24.6

at 10 p.m. 24.6 24.6 24.6

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at 4 p.m. 24.6 24.6 24.6

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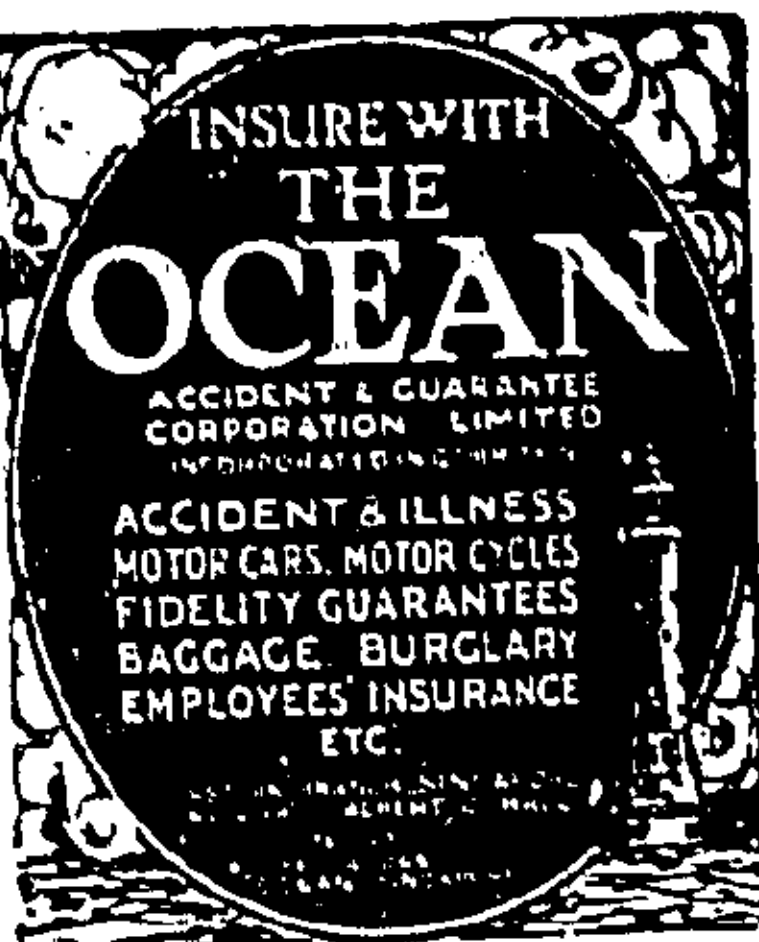
at 10 p.m. 24.6 24.6 24.6

at 1 p.m. 24.6 24.6 24.6

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at 7 p.m. 24.6 24.6 24.6

at 10 p.m. 24.6 24.6 24.6



SHANGHAI OFFICE—
 64, PRINCE ROAD;
 AGENTS to Hongkong
 and South China;
 DODWELL & CO., LTD.
 TELEPHONE 1030. 2, QUEEN'S BLDG.



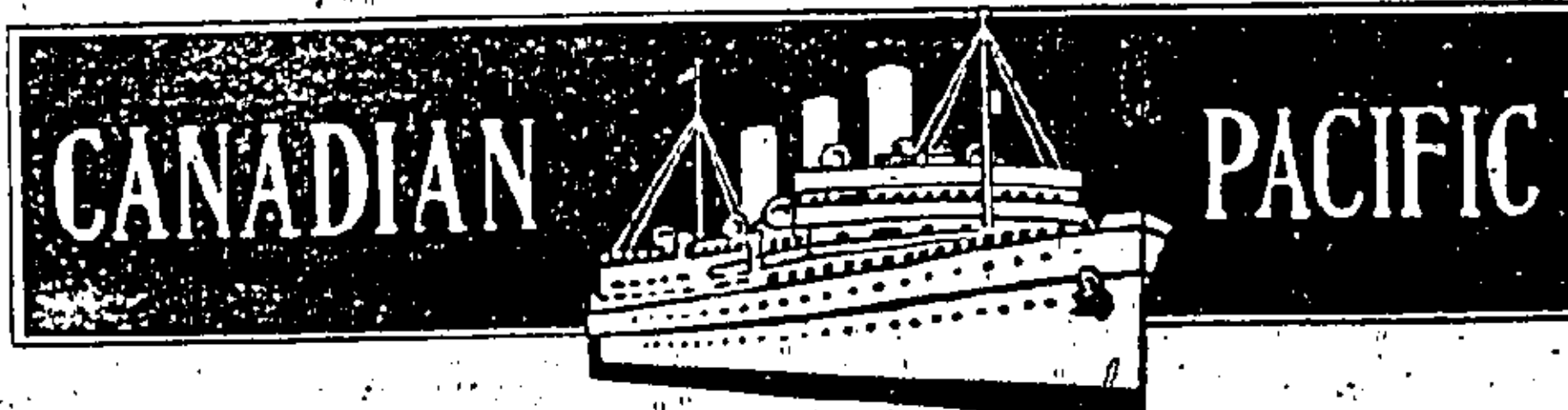
THE NEW PAIN REMEDY.
 THERAPION No. 1
 THERAPION No. 2
 THERAPION No. 3

ON SALE.

HONGKONG HANSAID REPORTS
 of the MEETINGS of the
 LEGISLATIVE COUNCIL for the
 Session 1921.
 Revised by the Members

PRICE ——— \$5.

DAILY PRESS OFFICE.



HOME VIA CANADA

Hongkong to England

via Shanghai, Nagasaki, Kobe, Yokohama, Vancouver, Montreal & Quebec.

	From Vancouver	Due Vancouver		From Canada	Due England
Empress Australia	June 29	July 18	Montcalm	July 27	Aug. 3
Empress Asia	July 12	July 30	Empress Scotland	Aug. 4	Aug. 10
Empress Canada	July 28	Aug. 18	Empress France	Aug. 18	Aug. 25
Empress Russia	Aug. 9	Aug. 27	Empress Scotland	Sept. 1	Sept. 8
Empress Australia	Aug. 24	Sept. 12	Montcalm	Sept. 21	Sept. 28
Empress Asia	Sept. 6	Sept. 24	Empress Scotland	Sept. 29	Oct. 4
Empress Canada	Sept. 22	Oct. 8	Empress France	Oct. 13	Oct. 19
Empress Russia	Oct. 4	Oct. 22	Empress Scotland	Oct. 27	Nov. 2

Other Atlantic sailings every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg.

Allocation of cabins on Atlantic steamers held here and through tickets issued.

Three Trans-continental Trains Daily
 Standard Sleeping Cars, Compartments & Drawing Rooms.

Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

"CANADIAN PACIFIC THROUGHOUT"

Passenger Department: Tel. 752. Cables: GAGANPAC.
 Freight and Express: Tel. 42. Cables: NAUTILUS.

VESSELS ADVERTISED AS LOADING

DESTINATION	VESSEL'S NAME	FLAG	FOR FREIGHT APPLY TO	TO BE DESPATCHED
NEW YORK & PANAMA	Genoa Maru	Jap.	Nippon Yusen Kaisha	On 3rd July
NEW YORK & BOSTON	Genoa Maru	Jap.	Prince Lines	About 30th June
BOSTON & NEW YORK via Suez	Genoa Maru	Jap.	The Bank Line, Limited	On 3rd July
SAN FRANCISCO, &c.	Genoa Maru	Jap.	Sinclair & Barry	On 30th June
VICTORIA & VANCOUVER, B.C., via SHANGHAI, &c.	Genoa Maru	Jap.	Canadian Pacific O.S. Ltd.	About 13th July
VICTORIA, SEATTLE & VANCOUVER via J. Ports.	Genoa Maru	Jap.	Ozaka Shosen Kaisha	On 5th July
VICTORIA, SEATTLE & VANCOUVER	Genoa Maru	Jap.	Ozaka Shosen Kaisha	On 14th July
VANCOUVER via SHANGHAI & JAPAN, &c.	Genoa Maru	Jap.	Butterfield & Swire	On 3rd July
BONAVILLE, MARSEILLES, LONDON & ANTWERP	Genoa Maru	Jap.	Canadian Pacific O.S. Ltd.	On 9th June
MARSEILLES, &c.	Genoa Maru	Jap.	P. & O. B. L. & A. L.	On 27th June, 11 a.m.
MARSEILLES, &c.	Genoa Maru	Jap.	Messageries Maritimes	On 6th Aug.
MARSEILLES, LONDON, ANTWERP & HAMBURG	Genoa Maru	Jap.	Messageries Maritimes	On 8th July
MARSEILLES, LONDON, ANTWERP & HAMBURG	Genoa Maru	Jap.	Messageries Maritimes	On 11th July
MARSEILLES, LONDON, ANTWERP & HAMBURG	Genoa Maru	Jap.	Messageries Maritimes	On 14th July
MARSEILLES, LONDON, ANTWERP & HAMBURG	Genoa Maru	Jap.	Messageries Maritimes	On 17th July
MARSEILLES, LONDON, ANTWERP & HAMBURG	Genoa Maru	Jap.	Messageries Maritimes	On 20th July
MARSEILLES, LONDON, ANTWERP & HAMBURG	Genoa Maru	Jap.	Messageries Maritimes	On 23rd July
MARSEILLES, LONDON, ANTWERP & HAMBURG	Genoa Maru	Jap.	Messageries Maritimes	On 26th July
MARSEILLES, LONDON, ANTWERP & HAMBURG	Genoa Maru	Jap.	Messageries Maritimes	On 29th July
MARSEILLES, LONDON, ANTWERP & HAMBURG	Genoa Maru	Jap.	Messageries Maritimes	On 31st July
MARSEILLES, LONDON, ANTWERP & HAMBURG	Genoa Maru	Jap.	Messageries Maritimes	On 3rd Aug.
MARSEILLES, LONDON, ANTWERP & HAMBURG	Genoa Maru	Jap.	Messageries Maritimes	On 6th Aug.
MARSEILLES, LONDON, ANTWERP & HAMBURG	Genoa Maru	Jap.	Messageries Maritimes	On 9th Aug.
MARSEILLES, LONDON, ANTWERP & HAMBURG	Genoa Maru	Jap.	Messageries Maritimes	On 12th Aug.
MARSEILLES, LONDON, ANTWERP & HAMBURG	Genoa Maru	Jap.	Messageries Maritimes	On 15th Aug.
MARSEILLES, LONDON, ANTWERP & HAMBURG	Genoa Maru	Jap.	Messageries Maritimes	On 18th Aug.
MARSEILLES, LONDON, ANTWERP & HAMBURG	Genoa Maru	Jap.	Messageries Maritimes	On 21st Aug.
MARSEILLES, LONDON, ANTWERP & HAMBURG	Genoa Maru	Jap.	Messageries Maritimes	On 24th Aug.
MARSEILLES, LONDON, ANTWERP & HAMBURG	Genoa Maru	Jap.	Messageries Maritimes	On 27th Aug.
MARSEILLES, LONDON, ANTWERP & HAMBURG	Genoa Maru	Jap.	Messageries Maritimes	On 30th Aug.
MARSEILLES, LONDON, ANTWERP & HAMBURG	Genoa Maru	Jap.	Messageries Maritimes	On 31st Aug.
MARSEILLES, LONDON, ANTWERP & HAMBURG	Genoa Maru	Jap.	Messageries Maritimes	On 3rd Sept.
MARSEILLES, LONDON, ANTWERP & HAMBURG	Genoa Maru	Jap.	Messageries Maritimes	On 6th Sept.
MARSEILLES, LONDON, ANTWERP & HAMBURG	Genoa Maru	Jap.	Messageries Maritimes	On 9th Sept.
MARSEILLES, LONDON, ANTWERP & HAMBURG	Genoa Maru	Jap.	Messageries Maritimes	On 12th Sept.
MARSEILLES, LONDON, ANTWERP & HAMBURG	Genoa Maru	Jap.	Messageries Maritimes	On 15th Sept.
MARSEILLES, LONDON, ANTWERP & HAMBURG	Genoa Maru	Jap.	Messageries Maritimes	On 18th Sept.
MARSEILLES, LONDON, ANTWERP & HAMBURG	Genoa Maru	Jap.	Messageries Maritimes	On 21st Sept.
MARSEILLES, LONDON, ANTWERP & HAMBURG	Genoa Maru	Jap.	Messageries Maritimes	On 24th Sept.
MARSEILLES, LONDON, ANTWERP & HAMBURG	Genoa Maru	Jap.	Messageries Maritimes	On 27th Sept.
MARSEILLES, LONDON, ANTWERP & HAMBURG	Genoa Maru	Jap.	Messageries Maritimes	On 30th Sept.
MARSEILLES, LONDON, ANTWERP & HAMBURG	Genoa Maru	Jap.	Messageries Maritimes	On 31st Sept.
MARSEILLES, LONDON, ANTWERP & HAMBURG	Genoa Maru	Jap.	Messageries Maritimes	On 3rd Oct.
MARSEILLES, LONDON, ANTWERP & HAMBURG	Genoa Maru	Jap.	Messageries Maritimes	On 6th Oct.
MARSEILLES, LONDON, ANTWERP & HAMBURG	Genoa Maru	Jap.	Messageries Maritimes	On 9th Oct.
MARSEILLES, LONDON, ANTWERP & HAMBURG	Genoa Maru	Jap.	Messageries Maritimes	On 12th Oct.
MARSEILLES, LONDON, ANTWERP & HAMBURG	Genoa Maru	Jap.	Messageries Maritimes	On 15th Oct.
MARSEILLES, LONDON, ANTWERP & HAMBURG	Genoa Maru	Jap.	Messageries Maritimes	On 18th Oct.
MARSEILLES, LONDON, ANTWERP & HAMBURG	Genoa Maru	Jap.	Messageries Maritimes	On 21st Oct.
MARSEILLES, LONDON, ANTWERP & HAMBURG	Genoa Maru	Jap.	Messageries Maritimes	On 24th Oct.
MARSEILLES, LONDON, ANTWERP & HAMBURG	Genoa Maru	Jap.	Messageries Maritimes	On 27th Oct.
MARSEILLES, LONDON, ANTWERP & HAMBURG	Genoa Maru	Jap.	Messageries Maritimes	On 30th Oct.
MARSEILLES, LONDON, ANTWERP & HAMBURG	Genoa Maru	Jap.	Messageries Maritimes	On 31st Oct.
MARSEILLES, LONDON, ANTWERP & HAMBURG	Genoa Maru	Jap.	Messageries Maritimes	On 3rd Nov.
MARSEILLES, LONDON, ANTWERP & HAMBURG	Genoa Maru	Jap.	Messageries Maritimes	On 6th Nov.
MARSEILLES, LONDON, ANTWERP & HAMBURG	Genoa Maru	Jap.	Messageries Maritimes	On 9th Nov.
MARSEILLES, LONDON, ANTWERP & HAMBURG	Genoa Maru	Jap.	Messageries Maritimes	On 12th Nov.
MARSEILLES, LONDON, ANTWERP & HAMBURG	Genoa Maru	Jap.	Messageries Maritimes	On 15th Nov.
MARSEILLES, LONDON, ANTWERP & HAMBURG	Genoa Maru	Jap.	Messageries Maritimes	On 18th Nov.
MARSEILLES, LONDON, ANTWERP & HAMBURG	Genoa Maru	Jap.	Messageries Maritimes	On 21st Nov.
MARSEILLES, LONDON, ANTWERP & HAMBURG	Genoa Maru	Jap.	Messageries Maritimes	On 24th Nov.
MARSEILLES, LONDON, ANTWERP & HAMBURG	Genoa Maru	Jap.	Messageries Maritimes	On 27th Nov.
MARSEILLES, LONDON, ANTWERP & HAMBURG	Genoa Maru	Jap.	Messageries Maritimes	On 30th Nov.
MARSEILLES, LONDON, ANTWERP & HAMBURG	Genoa Maru	Jap.	Messageries Maritimes	On 31st Nov.
MARSEILLES, LONDON, ANTWERP & HAMBURG	Genoa Maru	Jap.	Messageries Maritimes	On 3rd Dec.
MARSEILLES, LONDON, ANTWERP & HAMBURG	Genoa Maru	Jap.	Messageries Maritimes	On 6th Dec.
MARSEILLES, LONDON, ANTWERP & HAMBURG	Genoa Maru	Jap.	Messageries Maritimes	On 9th Dec.
MARSEILLES, LONDON, ANTWERP & HAMBURG	Genoa Maru	Jap.	Messageries Maritimes	On 12th Dec.</

"ELLERMAN LINE"

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

UNITED KINGDOM & CONTINENT SERVICE.

OUTWARDS.

"CITY OF BOSTON" ... 23rd July ... Shanghai, Kobe & Yokohama.

HOMEWARDS.

"CITY OF CORINTH" ... 30th June ... Marseilles, London, Antwerp & Hamburg.
"CITY OF MANCHESTER" ... 17th July ... London.

PASSAGE RATES TO LONDON.

"A" Class Steamers	...	1st Class £92—2nd Class £69.
"B" Class Steamers	...	1st Class £84—2nd Class £66.
"C" Class Steamers	...	1st Class £86.

N.B.—"C" Class Steamers comprise those of the Cargo type which have accommodation for a few passengers but do not carry Doctor or Stewardess.

Subject to change without notice.

For further particulars apply to—

THE BANK LINE, LTD.

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HOLYOAK, MASSEY & CO., LTD., CANTON.

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Joint Service of the

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AND

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(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong:

"DIOMED"	...	via Suez Canal	...	5th July.
"TELEMACHUS"	...	via Suez Canal	...	15th July.
"LANGTON HALL"	...	via Suez Canal	...	25th July.
"CITY OF MADRAS"	...	via Suez Canal	...	5th August.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE or THE BANK LINE, LTD., HONGKONG

(JOHN SWIRE & SONS, LTD.)

HONGKONG AND CANTON.

HOLYOAK, MASSEY & CO., LTD., CANTON.

M. MESSAGERIES MARITIMES M.

SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	Probable Sailings from Hongkong for Marseilles.
CHILI	8th July
PORTHOS	23rd July
ANGKOR	6th Aug.
GRAMBOIS	20th Aug.
PAUL LECAT	3rd Sept.
ANDRE LEBON	17th Sept.

RATES OF PASSAGE MONEY TO MARSEILLES.

(Including 1st Class Wine and Free Doctor's Attendance.)

A CLASS (1st Class) ...	£ 55. 0s. 0d.	B CLASS (1st Class) ...	£ 55. 0s. 0d.
STRAITERS (2nd) ...	£ 68. 0s. 0d.	STRAITERS (2nd) ...	£ 62. 0s. 0d.

Through Tickets to London and Leaving Towns of Europe.

Accommodation reserved in the Trains at Marseilles.

LIGNE COMMERCIALES (Cargo Boats).

"C. MAGES" loading for HAYRE, ANTWERP & DUNKIRK, about 28th June.
"LT. DE MIESSEY" loading for HAYRE, ANTWERP & DUNKIRK, about mid. July.

MESSAGERIES MARITIMES CO.,

Telephone: Central 740.

3, QUEEN'S BUILDING.

CONSIGNATION—TRANSIT—REPRESENTATION.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Pass in staterooms, saloons and excellent cuisine.

FOR

SWATOW, AMOY & FOOCROW

AND RETURN

(Occupying 8 or 10 Days)

HAIHONG ... Capt. W. C. Parnmore ... Friday, 25th June, at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier)

For Freight and Passage apply to—

DOUGLAS LAFRAIK & CO.,

(General Managers.)

JAPAN COAL

AND

GENERAL IMPORTS & EXPORTS

AGENTS FOR—

THE MITSUBISHI MARINE & FIRE INSURANCE CO.
THE OSAKA MARINE & FIRE INSURANCE CO.

MITSUBISHI SHOJI KAISHA

MITSUBISHI TRADING CO., LTD.,

HEAD OFFICE—TOKYO

No. 14, PEDDER ST., HONGKONG

P. & O., British India
Apcar and
Eastern & Australian
Lines

(COMPANIES Incorporated in ENGLAND)

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.

(Under Contract with H.M. Government.)

Ship	Tons	From Hongkong (about)	Destination
"DELTA"	8,097	27th June, 1 p.m.	Singapore, Penang, Colombo, Bombay, Aden, Port Said, Marseilles, Gibraltar & London.
"SICILIA"	6,813	30th June, Noon	Singapore, Penang, Colombo & Bombay.
"MALWA"	10,941	11th July	Singapore, Penang, Colombo & Bombay.
"NAGPORA"	5,283	14th July	Singapore, Penang, Colombo & Bombay.
"KIDDERPORE"	5,534	18th July	Singapore, Penang, Colombo & Bombay.
"DRAVIDA"	8,097	18th July	Singapore, Penang, Colombo & Bombay.
"SOUTHERN"	6,666	21st Aug.	Singapore, Penang, Colombo & Bombay.
"RHIVA"	8,017	21st Aug.	Singapore, Penang, Colombo & Bombay.
"KASHMIR"	8,841	21st Aug.	Singapore, Penang, Colombo & Bombay.
"SICILIA"	6,813	26th Aug.	Singapore, Penang, Colombo & Bombay.
"MACEDONIA"	10,113	7th Sept.	Singapore, Penang, Colombo & Bombay.
"DONGOLA"	8,068	21st Sept.	Singapore, Penang, Colombo & Bombay.
"MANTUA"	10,862	8th Oct.	Singapore, Penang, Colombo & Bombay.
"KARNATA"	9,098	19th Oct.	Singapore, Penang, Colombo & Bombay.

BRITISH INDIA - APCAR. SAILINGS

"TAKADA"	6,849	1st July.	Singapore, Penang & Calcutta.
"TANDA"	6,856	10th July.	Singapore, Penang & Calcutta.

EASTERN & AUSTRALIAN SAILINGS (South)

"ARAFURA"	6,000	7th July	Manila, Sandakan, Tarsarai, Townsville, Brisbane, Sydney & Melbourne.
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Passenger connections from Australia with the following—

The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)

The P. & O. Branch Service of Steamers to London via the Cape

The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILING TO SHANGHAI & JAPAN

"TORILLA"	5,205	20th June	Moji & Kobe.
"RHIVA"	8,017	1st July	Shanghai, Moji, Kobe & Yokohama.
"RT. ALBANS"	4,600	10th July	Moji, Kobe & Yokohama.
"KASHMIR"	8,860	14th July	Shanghai, Moji, Kobe & Yokohama.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Hongkong must defray their own Hotel expenses at Singapore while awaiting the on carrying steamers.

First Saloon Passengers may travel by R.I.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.

Parcels Measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Fares, Freight Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.

33, Des Voeux Road Central, HONGKONG.

Agents.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON	...
and	...
For NEW YORK	...

S.S. "GAELIC PRINCE" ... on or about 23rd June.
S.S. "GOTHIC PRINCE" ... on or about 23rd July.

For Freight and full particulars apply to—

FURNESS (FAR EAST) LIMITED,

Telephone: Central 3163

Telegrams (Furness)

(Incorporated in Great Britain)

84, George's Building

O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Monthly direct service via Singapore, Colombo, Suez and Port Said.

"ALBA MARU" ... Saturday, 14th July.

RIO DE JANEIRO, SANTOS, & BUENOS AIRES—via Saigon

Singapore, Colombo, Durban and Capetown—Passenger Service.

"SEATTLE MARU" ... Monday, 8th July.

BOMBAY—fortnightly service via Singapore and Colombo.

"BURMA MARU" ... Friday, 8th July.

"BORNEO MARU" ... Sunday, 8th July.

SAIGON, BANGKOK, SINGAPORE & DELHI—Regular monthly Passenger Service.

"BURMA MARU" ... Monday, 2nd July.

CALCUTTA—Monthly Service via Singapore and Rangoon.

"MALAY MARU" ... Saturday, 7th July.

VICTORIA, SEATTLE, TACOMA & VANCOUVER—via Shanghai and Japan Ports—Taking cargo to OVERLAND PORTS U.S.A. & CANADA—Passenger Service.

"ARIZONA MARU" ... Saturday, 14th July.

NEW YORK—Regular monthly service via Japan Ports, San Francisco—Passenger and Cargo Service.

"ALBA MARU" ... Saturday, 7th July.

JAPAN PORTS—Shanghai, Dairen, Kobe & Yokohama.

"KEELUNG MARU" ... Friday, 27th June.

KEELUNG, SWATOW & AMOY—These Steamers have excellent accommodation for 1st and 2nd class saloon passengers.

"AMAKUSA MARU" ... Sunday, 1st July.

TAKAO, SWATOW & AMOY.

"SOSEI MARU" ... Thursday, 5th July.

TAKAO, DIRECT.

"KIKU MARU" ... Monday, 16th July.

For sailing dates and further particulars please apply to

M. RHIMA, Manager.

Tel. Central No. 4092

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATIONS.

Port	Steamer	Date of Departure
SWATOW, AMOY & SHANGHAI	"CHEKIANG"	On 27th June, 4 p.m.
HOIHOW & SINGAPORE	"CHENAI"	On 28th June 11 a.m.
SWATOW & SHANGHAI	"SUICHANG"	On 28th June 6 p.m.
HOIHOW & BANGKOK	"LINAN"	On 29th June 11 a.m.
SHANGHAI & TSINGTAO	"YINGCHOW"	On 1st July, D.L.
BANGKOK	"CHENAN"	On 1st July, D.L.
SWATOW & SINGAPORE	"KWEIYANG"	On 1st July, Noon.
SWATOW, SHANGHAI & PUKEW	"KANCHOW"	On 1st July, Noon.
SWATOW & AMOY	"KAYING"	On 2nd July, 4 p.m.
AMOY & SHANGHAI	"HANYANG"	On 2nd July, D.L.
WEIHAIWEI, CHEFOO & TIENTSIN	"KUNICHO"	On 3rd July, Noon.

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U.S.S.B. "West Ivan" ... Due Hongkong 16th July.
Leave Hongkong 18th July.

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TO MANILA AND SINGAPORE.

U.S.S.B. "West Prospect" ... Due Hongkong 15th July.
Leave Hongkong 16th July.

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